

rupanews



Journal of the Retired United Pilots Association



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Member Photos

Member-submitted layover and work-related photos



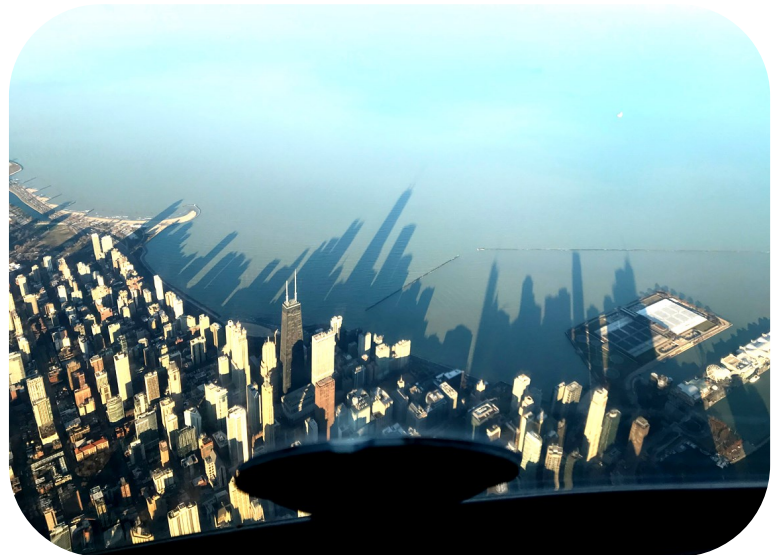
Capt Bill Sleeper with the Orca Otter.



QC LCA Capt Brian Petrovich (L) completes 787 LCA right seat checkout on Capt Dan Petrovich.



Shadows - HNL Sunset.
by Dano Robinson



Shadows - ORD Sunset.
by Marcy Trojak



700 Club submittal: Dan Kurt. Jan 18, 2015

700 CLUB MEMBERSHIP

Name	GS	TAS	Wind
Joe Piazza	700	517	237/183
Steve Jacques	701	515	267/186
Dan Kurt	708	538	287/176
Lesle Thomas	712	504	249/207

Lesle Thomas still holds the 700 Club record.



NOTAMS

About the Cover 737 - New underbelly livery. . . by Victor Gutiérrez - IAH

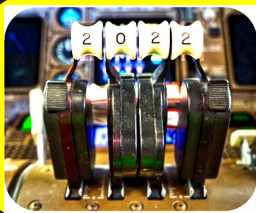
About the Back Cover 787-10 . . . by United Airlines Creative Services

747-400 final flight - IAD

Snowbird NOTAM

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

RUPA
PO Box 757
Stowe, VT 05672



Short Suspense of 1 Dec 2021

2022 Directory Update ~ Reminder to update any changes to your personal info: addresses, phone #s, email, etc.

Due by **1 Dec.** to RUPASecTr@rupa.org

Mark your calendar: RUPANEWS Deadline for Letters, Luncheons, Reports, etc. - 15th of month prior to publication

Do you have a great holiday photo?
Send it to the [editor](#) for the Dec issue (by the 15th, of course)



Happy Thanksgiving



DUES

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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President's Letter

Don Wolfe rupapres@rupa.org



We are pleased to announce that our [RUPA Facebook Group](#) has grown to over 1000 members! This trend will continue upward as the “UAL Ipad” generation retires. Social media has become a way of life for United and the active employees.

Your RUPA Team is striving to make the RUPANEWS and the RUPA Facebook page a place to share positive stories, helpful information, historical pictures / articles and news about our peers and the industry. We are a social organization promoting fellowship of old colleagues who shared the Friendly Skies. Thank you for helping us to achieve this goal

I've opened dialog with the UAL retiree organizations RUAEA and RAFA. **Don Burbank** is the President of the [Retired United Airlines Employee Association](#) (RUAEA) and **Marian Bruns** is the President of the [Retiree Association of Flight Attendants](#) (RAFA). Marian, Don and I have been chatting with each other about our organizations, newsletters, reunions, etc. We share many things in common, most of which is the pride we have in our work at United Airlines. We all enjoy the ongoing friendships we've made with our fellow employees.

RUAEA conducted an entertaining and successful Convention September 28- October 2 in San Diego with over 200 in attendance. Various tours were available along with representatives of various departments of United Airlines. Presenters from Alliant Credit Union, CVS/Caremark, Aetna, Fidelity, VSP, AON Hewitt, and Kaiser were also in attendance. President Burbank was very pleased with the turn out and success of the program.

When **Oscar Munoz** was CEO, Representatives from RUPA, RUAEA, and RAFA were all invited to WHQ in Chicago to participate in retiree benefit issues. Retirees experienced very few gains but at least we had a seat at the table and our voices were heard. RUPA is not a union, but we are a group of retired employees who accepted benefits in lieu of additional pay. There is no reason to believe that we can't have a voice for our benefits again.

October 16-17 new hire classmate **Captain Bill “Berk” Rogalski** and I loaded up the Mighty 180 with camping gear and flew 28 minutes southeast to attend the first SFO Council 34 Fly In and camp out in Columbia, CA. (Airport O22).

Columbia is located in the beautiful foothills of the Sierras where the airport campground is a popular stop for fly in camping.



wm & The Berk - New Hire Class 08-14-78



Capt. Bobby Todd w his Waco YMF- BEAUTIFUL Airplane !!!!!

Saturday evening, **Captain Bobby Todd** led a rowdy group of nine campers on a field march in to town for Happy Hour and Mexican food. It was reminiscent of a great layover from yesteryear with numerous jokes and stories. Back in the campground we enjoyed more aviation tales around the campfire. Your RUPA President did not miss the opportunity to grab the microphone, hand out copies of the RUPANEWS and make a speech about our wonderful RUPA organization.

As the fire burned low we adjourned to our tents for the night. **Captain Shawn Bickford**, on short call reserve status “sat alert” by sleeping outside under the wing of his Cessna 180 in the cool 40 degree air. Sure enough, the campground was awakened by the Klaxon at 06:45 when Central Command, Whacker Drive needed a B-787 Captain for the ICN trip. There were sounds of packing and scurrying about the campground as the ever dependable Captain collecting his personal belongs and packed his plane. Soon all of Columbia was awakened by the awesome bark of “Yukon” Bickford’s Skywagon echoing off the gold country hills as he sped away to save the day in SFO. How cool is that!



L-R: Bob Dobranski, Bobby Todd, Murray Moore, Matt Regan, Shawn Bickford, Bill Rogalski

It was good to see the old gang and share a few war stories from flying Big Jets with “round dials”. It’s refreshing to see the next generation enjoying light planes like airline pilots did in the 60’s and 70’s. Kudo’s go to Council 34 Rep. **Captain Noel Ojeda** and **Captain Bobby Todd** for supporting and organizing this event. There were 15 people and nine airplanes in total.



The Hitching Post

“That’s a wrap.”

May you find joy in every day and Happy Thanksgiving to you and your loved ones!

Wm

Captain Don Wolfe

Welcome New Members

New Member

Paul C Madsen
 Capt Philip “Phil” J Pignataro
 Capt Jose M Menendez
 Capt Joseph “Joe” A Altieri
 Capt Carroll “Dan” Weatherly
 Capt Patrick F Cowle
 Capt Christopher “Chris” L Maurer
 Capt Michael T Hunt

DOM

DCA
 ORD
 LAX
 IAH
 SFO
 ORD
 IAH
 IAH

Spouse

Martha
 Lilia
 Donna
 Helen
 Barbara
 Kathleen

Home

Centreville, VA
 Algonquin, IL
 St James City, FL
 Spring Hill, FL
 Arvada, CO
 Mukwonago, WI
 Seabrook, TX
 Naples, FL



Vice President's Letter

Dan Petrovich rupavp@rupa.org



Early in October I flew a trip to Johannesburg, South Africa and was the guest of the South African EAA Chapter during my layover. The day started early with **Captain Karl Jensen**, picking me at 0600 for a drive out his hangar for a flight to a pancake breakfast with other members of their chapter. Karl is a retired from South African Airways where he flew 747-400. During our 45 minute drive we shared a few stories and started getting to know each other a little bit.

We arrived at his small airport out in the country and opened up his hangar. Inside Karl keeps a beautiful Cessna 170 in pristine condition. He made some coffee to ward off the morning chill as we prepped the plane for our morning flight to enjoy some pancakes. Unfortunately, low ceilings followed by rain moved in. Karl made some calls to the pilots at the other local airports and along with our planned destination. The weather was going down fast everywhere. The group made a decision to cancel the flying for the day....bummer. As I suspected, and like all good pilots, they had an alternate plan. Karl and I closed up the hangar, jumped in the car, and drove off for an hour-long trip to another airport.

The drive through downtown Johannesburg and the countryside proved to interesting. Karl, a native, provided me with a history of South Africa as well as some interesting stories about their culture. I saw the upscale parts of town and the "Shanty Towns" and "Squatter Camps," what we would consider a slum. We had a great opportunity to chat about our families and share a few flying stories along the way too. It seemed like no time at all when before we arrived at [Tedderfield Airpark](#).

[Tedderfield Airpark](#) is a small airport with about two dozen personal hangars. It's not really a residential Airpark but the hangars are set up for that. The each have two-level living accommodations with a small living room and kitchen on the lower level and two bedrooms upstairs. There's also plenty of storage space throughout the hangars. When we arrived we were treated to bacon, egg, and cheese breakfast sandwiches with coffee and OJ. I had the pleasure of meeting several members of the chapter as we all chatted for a little while. Karl's phone rang then he gathered us up to walk out across the airport, runway as well, to the Sling Aircraft manufacturing hangars.

On our arrival we were met by **Sean Russell**, Engineer and Chief Test Pilot. It happened to be a Saturday and the plant was closed but he gave us the full tour of the building from the raw sheet metal and fiberglass to the finished product. He even showed us a couple of planes currently under development and in the development and testing phases. They currently work out of several small and medium sized hangars. As they build sections of the plane in each hangar. Then, they have to more or transport those parts another hangar so they can mate it up with parts from other buildings. This causes a bit of a constraint in the manufacturing time. To address this they just signed a contract to build a 17,000 square meter building in an effort to set up an assembly line production to reduce manufacturing time.



Discussing manufacturing processes with Sean Russell, Chief Test Pilot, Sling Aircraft.



A Sling in final pre-delivery prep phase.

If you didn't know anything about the Sling, its much like a Cirrus (including the parachute) at a much lower price. They will build your airplane to your specifications, including the instrument panel, or they'll send you the kit so you can built it yourself.

I found a couple things very interesting during our visit. One was the history of the development of the company. It took quite a bit of work and the financial side was challenging. Another item was the development and testing of a four place high wing aircraft which the owner will be able to covert back and forth from tricycle to tail dragger configurations. The most interesting thing I found was their interactions with the surrounding community. The company hires and trains people from the local squatters camp to build the planes. This camp is one

of the largest in the Joburg area. These folks live in intolerable conditions with wood and corrugated metal one room shacks. There's no electricity, running water, or sewage. It's just horrible conditions. Not only does Sling Aircraft hire and train some of these folks, they supply them with clothing, food, and water along many other items. They also provide them with soccer equipment including balls, cleats, and uniforms and sponsor some of their teams that play in a league.

Following the tour we wandered back to the EAA hangar for the drive back to the hotel for a quick nap, pack up, and get ready to fly back to the States on the 16 hour non-stop to Newark. Looking forward to my return trip back there as I have an open offer from Sean to go flying with him in one of the Slings. You never know, I might even own one some day!

Fraternally,

Dan Petrovich



Some of the members of the South African EAA. Karl is on my left.

R & I Report

Retirement and Insurance Information

Bob Engelman rupari@rupa.org

Happy Fall everyone! I hope you're all doing well. Open enrollment has come and gone (as of October 29th) so I hope you've made your choices for 2022.

I got a number of enotes after our editor, Young George Cox, sent out the eblast about open enrollment a few days ago. A few asked about the "Aetna Medicare Indemnity Plan, which showed up on United's Your Benefit Resource (YBR) site when I looked into enrollment for 2022. I never heard of it before and neither had several of our members.

Finding out wasn't as easy as I thought it would be. I called YBR (at 800-651-1007) and two people I spoke to there had no idea. Yesterday, I called again and was able to schedule a call back for today. Using texts, that was an easy operation. Then, two different agents had no clue, and they were very difficult to understand. I was transferred to *Accolade*, which I'd never heard of. It turns out they're affiliated with Aetna and are supposed to help employees navigate the mess that open enrollment can be. It turned out that *Accolade* doesn't support retiree medical plans.

I got transferred back to YBR. After another agent, whom I couldn't understand, had no idea what I was asking, I asked to be transferred to a supervisor who knew about the retired United pilots' medical plans. She was very sharp and knew right away what I needed to know. It didn't apply to me! It's only for people who do not have Medicare Part B. Why it even shows up on the YBR site when your current plan does is beyond me.

Now for my bitch session.

When United forced us into the Medicare Advantage plan, with no input from any retired pilots that I know of, the first year's premium for me and my wife was \$303 per month. For 2021 it went up to \$374 a month, a 23% increase. Now it's going up to \$498 a month, another 33% increase, and a total 64% increase since we started in this plan.

Have that many UAL retirees had gigantic medical expenses because of COVID-19? Enough to justify that kind of increase? Once again, it appears that United has just thrown the retired pilots under the bus.

If you didn't realize that open enrollment was during October and failed to do anything about selecting a plan for 2022, have no fear. If you wanted to remain in the plan you've had for 2021, you were automatically rolled over into it, with no action on your part needed.



RETIREMENT BENEFIT:
Your secrets are safe with your friends. They can't remember them either.



PBGC

Wolfman forwarded me a nice enote that has info you may be interested in.

"I spoke with the folks at the PBGC today inquiring how to change FITW (tax withholding) and direct deposit information if needed as it used to be on the old site. I was informed the new site is a work in progress and they plan to add that capability in October. In the meantime, if you need to make a change, you must call them and do it over the phone. Best to press option #1 for a callback as I was # 300 last week and # 40 today...callback was within 15 minutes."

Thanks to Wolfie and Jack!

An Aetna NO PAY issue

"Bob,

I wanted to relay a no pay experience with the new advantage program since I may try to return to Medicare primary and Aetna secondary.

For many years I have had a bothersome lower lip lesion. Several times I had it excised for a cell check and each time it came up pre- cancerous and the bill was paid.

Then when Aetna became primary, and the bill was submitted they denied coverage. Aetna stated since it was not cancerous, they were not going to pay it. Sutter Health appealed and was denied. Sutter wrote it off.

I have heard third hand several similar stories. I wonder what your experience has been. Many thanks."

I've also heard occasional stories like this. In fact, my wife has similar problems with SilverScript for prescription she's taken for years. Suddenly, they wouldn't pay. I wrote back and suggested calling YBR and asking for a pilot specialist. Failing that, I suggested that he contact the UAL MEC Benefit Specialist, Lisa Kwilas. She worked wonders on my wife's case.

BTW, I had a pre-cancerous basal cell carcinoma removed and it was benign. Aetna paid the provider immediately.

That's about all from sunny South Florida.

Bob Engelman

RUPA R & I



Important Aetna Phone Numbers

Medical & Behavioral Health	(866) 246-8088
Doctors / Medical Providers	(800) 624-0756
24-hour Nurse Line	(800) 556-1555
Silver Sneakers (Gym)	(888) 423-4632
Silver Script (Prescriptions)	(844) 819-3074
Pharmacy Help Desk	(866) 693-4620

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)

Travel Report

Retiree Travel information

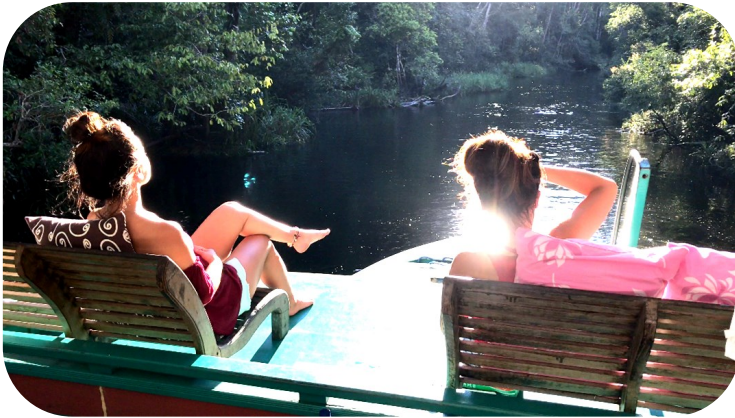


November 2021

Captain Pat Palazzolo
rupapasstravel@rupa.org

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

Motoring upriver through the jungles of Borneo to visit the Orangutans



Hello fellow aviators,

If you ever wanted to experience what it's like to be Indiana Jones, this may be the trip for you.

Traveling to see the orangutans in Borneo was a long trip! But once we were there it was relaxing and quite fascinating. I took my Goddaughter Lin and her best friend Cindy on this trip as a college graduation present (the world has a new R.N.!). Our boat had a crew of five for just the three of us. I saw other boats with just one couple each.

The best way for us to get there is to take the United nonstop to Singapore, when it resumes service, then change airlines for the short flight to Jakarta (airport CGK).

We stayed a night in Jakarta then flew on a 30 minute flight across the channel to Pangkalan Bun, Borneo (airport PKN) where we stayed in a basic hotel before our journey up river the next morning.

The journey involves riding on a boat up the Kumai river into the [Tanjung Puting National Park](#). You can remain overnight on the boat for either one, two or three nights. We chose the one night stay. The cost for us was \$285 per person, and you don't share with strangers. It's your own boat!

The boat slowly made its way upriver passing lush jungle banks, trees filled with chattering [proboscis monkeys](#), and every other kind of wildlife you could imagine. They told us crocodiles were in the river, but we never saw them.

Meals were prepared by a charming woman on the boat and served at a large table under a sheltered area near the stern.

The food was basic but tasty Indonesian fare. We didn't leave the table hungry. At night candlelight illuminated our dinner.

The guides were knowledgeable and pointed out sites along the way, from the wildlife to the vegetation, commenting on the history of the region, etc.

In the afternoon we arrived deep inside the national park, exited the boat and followed our guide along a trail through the jungle to a place where the national park rangers would leave piles of fruit to attract the orangutans.

I was surprised to learn that orangutans normally don't live on the ground. They live in the treetops and travel from tree to tree swinging between vines and limbs. We knew the orangutans were coming when we could hear rustling in the treetops and sure enough we saw leaves shaking in the distance with the shaking getting closer and closer.

For parts of the year they're not attracted by the piles of fruit because fruit grows abundantly in the jungle. So the best months to come are between March and August. These months also avoid the rainy months of the year.

Following our excursion, as we were taking the trail back to the boat, we came across two small groups of orangutans coming from the opposite direction. We pulled to the side and they walked by us nonchalantly. One baby orangutan stopped to check out my water bottle, then ran to catch up and jumped onto its mother's back.

There's a small conservation headquarters there in the park that we were able to visit before heading out on the boat.



When evening came the boat tied up at the edge of the river. And as darkness fell we enjoyed an Indonesian dinner around the big table.

Sleeping is on mattresses laid out on the deck. And then mosquito netting suspended from above is tucked in under the mattresses. Our three mattresses fit under one mosquito netting. There's a toilet, sink and a rudimentary shower below deck that gets the job done. It's shared by the three of us and the crew. The flashlights on our phones came in handy.

The morning was quite memorable. We woke up just before sunrise. The water from the river was glasslike and calm. You could hear the noises of the waking jungle all around us with fish jumping out of the water at low flying bugs.

After breakfast our boat continued downstream back to the port where we embarked the day before.

After disembarking in the early afternoon we were driven to the airport for our short flight back to Jakarta. We combined this trip with another SE Asian destination as well. You may want to consider that also.



Answers to likely questions you may have:

- Yes there were mosquitoes on the trail, but few on the boat. A good mosquito spray or lotion before you disembark into the jungle would be recommended.
- None of us got sick from the food on the entire trip. But bring Imodium just in case.
- If you're not up for a 17-hour flight to Singapore from San Francisco, consider going through Narita and staying overnight. United's Asia flights are not back to full schedule yet, and as of this writing, most of Asia remains closed to foreigners. Hopefully this will change by next spring.
- There are a number of tour operators that provide similar tours. If you google "Borneo Orangutan tours" you'll see a number of them. There are quite a few also listed in Tripadvisor, under the location Pangkalan Bun.

I first read about these tours in the New York Times. The writer listed the web link and phone number for the particular boat we took. The operator's name is Mr. Rini Mariani. He communicates by WhatsApp and his WhatsApp phone number is +62 856 254 5300. His website is <https://orangutantour.id>. But please compare the different tours and do your due diligence.

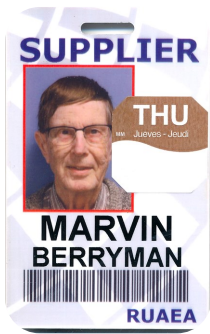
Cheers,

Pat

United Airlines Historical Foundation

"Preserve the Past, Inspire the future"

www.uahf.org



Marvin Berryman DENTK Retired.



SKYCLOPEDIA



THE AIR-TRAVELLER'S GUIDE TO
THE WHOLE UNITED STATES OF AMERICA

Milt Jines

Milton "Milt" Jines was born in Baton Rouge Louisiana (The Pelican State) in 1934 and peacefully passed-away November 17, 2017 in San Mateo, CA. He will be missed by a great many people.

He Compiled & Wrote
"SKYCLOPEDIA" -

"The Air Traveler's Guide to the Whole United States".

If you ever wondered how the Pilot on your flight's P.A. system knew so much about the area below ... chances are he was reading from the SKYCLOPEDIA. This 307 page (plus a 49 page Index!) book required many hours of research.

In Milt's words: The SKYCLOPEDIA is intended for the serious skyway flight-seer who prefers getting some real-life stimulus from looking out the airplane windows ... it contains thousands of little factual tidbits of Geographical, Geological, Historical and Statistical information - and a goodly amount of just plain Inconsequencia. - The SKYCLOPEDIA was issued in loose-leaf form for several reasons. It was cheaper and also I didn't want to induce any hernias. You can carry the pages of the areas you need ... and leave the rest behind.

The following excerpts have been selected at random. - "SKYCLOPEDIA" - Copyrighted 1988

Tombstone, Arizona: "The town too tough to die." Tombstone is without a doubt the west's most remembered old mining camp, thanks to Hollywood and Tee-Veland's immortalization of the key figures of the famous gun battle (ambush?) at OK Corral which really happened. ...

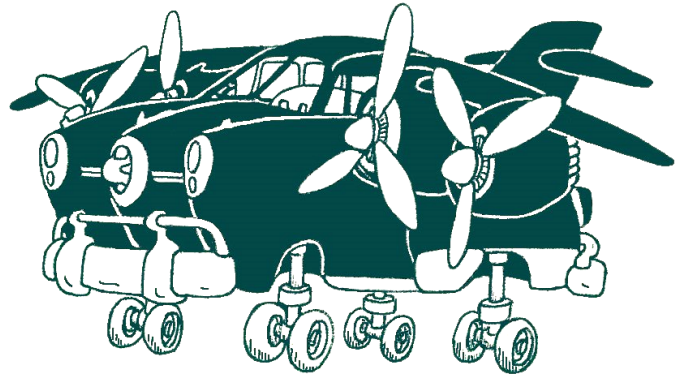
Newspaperman John Clum came here from Tucson in 1880 to establish a newspaper in this "rough and ready" town. He decided every tombstone needed an Epitaph so that's the name the paper got. Folks here still sit down to breakfast and read their own Epitaphs.

Rayne, Louisiana (Pop. 1,611): Located approximately 15 miles west of Lafayette in rice-growing country. This is the "frog capital" of the world. Remember that frog you dissected in Biology-1? It probably came from Rayne where they have frog "farms" which ship to gourmet restaurants, biological supply houses, aquariums and schools. Every September a festive "Frog Festival" is held to honor the critters. "Rivet".

St. Helens (Mount) Washington: Beautiful symmetrical and snow-capped cone towering 9,677 feet tall. That was prior to Sunday, May 18, 1980. On that day, at exactly 8:32 A.M. (PDT) Mount St. Helens suddenly dropped from 5th to 30th among Washington mountains in height (to 8377 feet). The volcanic explosion, the first in the continental U.S. since 1914 (California's Lassen Peak), and the largest in recorded history in the lower 48 states, leveled every tree in a 150-square-mile region north of the peak, killing 62 people and a multitude of wild animals, and blew 1.3 billion cubic yards of debris more than 11 miles into the atmosphere.



Long Island, New York: So named because it is; 125 miles east from New York City, to Montauk Point State Park (Montauk is Indian for observation point). It covers 1,723 square miles and four counties: Kings (Brooklyn), Queens, Nassau and Suffolk. The first two are constituent parts of the Big Apple, so when a New Yorker refers to Long Island he is talking about Nassau and Suffolk, mostly bedroom communities for commuters. Don Rickles the “great” insulting (obnoxious) comic was born on Long Island. Yeah, right, who cares.



THE B-767'S REPLACEMENT
(THEY WERE OUT OF EDSEL'S)

Cozad, Nebraska (Pop. 4,455): Located on the North Bank of the Platte River about halfway between North Platte and Kearney, this is the home town of Marvin Berryman of Denver. The town was named for its founder John J. Cozad (1830-1906), a professional gambler (from the age of 12!) and a land/town developer.

The Cozad, Nebraska entry is Self-promotion by the writer of this column. I gave Milt this info. when he asked what was “unusual” about Cozad?



By Marvin Berryman, DENTK Retired, from “Skyclopedia” by Milt Jines - Copyrighted 1988 ... “Yeah right!”



Great Names in Aviation:

Orville and Wilbur Wright,
Glenn Hammond Curtis,
Charles Augustus Lindbergh,
Manfred von Richthofen,
Billy Mitchell, Milt Jines



NOTICE: Due to the renovation of the Denver Flight Training Facility (DENTK) the Historical Foundation (UAHF) will NOT be accepting United & Continental Memorabilia donations until further notice. UAHF WILL continue accepting your tax-deductible monetary (\$) contributions which can be mailed to: UAHF, Tom Goodyear; 9341 E. Jewell; Denver, CO 80231.

Luncheons / Local Reports

Check the Luncheon Information page for your area

Reno's Biggest Little Group

The pictures on the wall might be two of the famous Mad-mas in Reno. (from the good old days)

Jim Whiteley



L-R: Gene Lamski, Sam Jacobsen, Jim Whiteley and Gary Dyer.

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

Florida - JAX First Coasters

Another gathering of the "Florida First Coasters" for October. We had a great turnout with 10 munchers, two of which were guests and neighbors of **Jim and Chrispy Peterson**. Both with Air Force flying and medical backgrounds. New folks to liven up the conversations.

We had another typical Florida weather day with temps around 80, few clouds and a light breeze. Also found a pub with golf course view out one window and an executive airport out the other. Lots to talk about. Just like being in first class but cheaper.

Next month luncheon planned for the 2nd Tuesday, 9 November. 11:30. Location TBD.

Jimmy



L-R: Guest Theresa Downs, Chris and Randy Cheshire, Jim Peterson, Beverly and Jay Cochran, Laurie Reeves, Guest, John Downs, Bill Gander and Chrispy who edited herself out.

Phoenix Roadrunners

The Phoenix Roadrunners are back in business again, since last March 2020. It was a smaller group than planned, but we had a great getting together after a such a long time. Three were out sick, and some not back from vacation. We really liked it when **Gary and Mary Dyer** came down from Reno, but they said they would stay up North this year and planned to come next winter.

We welcomed a new member, **Mark Janowski**. **Harvey and Barb Hallberg** were going to attend, but they weren't able. **John Baczynski** did not feel well enough to come. All will come in November if they can. Also, in November, there should be more attending as the snowbirds should be here. We hope those will attend if able.

Bobby Q's went through a remodeling during the COVID restricted time and made our room larger and nicer. I didn't take any pictures this time but will take them at the next luncheons. Attending were **Dennis Leahy, Tom and Renee Libuda, Mark Janowski, and Frank and Jeanette Soare**.

Warm regards to all,

Frank Soare

DCA Group - Leesburg

Hi, welcome aboard! This is a flight of Washington retired RUPA pilots at the Leesburg Ihop Restaurant... Always held the first Friday of the month and yesterday was 1 October !

Around the table from the left **Gary Cook ,JC Black, Jim Turner, Hal Cockerill, Sim Stidham, Cathy Berdahl, Gil Coshland , EK Williams and Dave Anderson...** I had to include **Dave** in a special picture! I remain your intrepid correspondent...*Sam Stokes Tomlin*



DCA Group - Manassas

Sorry for the poor quality of the photo, but we didn't realize we had the strong backlight. Anyway, it was a beautiful fall day in Manassas and our group was in the usual good humor. The only real new is **Hal Cockerill** will be moving to the Shenandoah valley and will be missed.

Wishing all our RUPA friends well.

Gene



L-R: Buck Buchanan, Sim Stidham, EK Williams, Billy Davis, Hal Cockrill, Jim Turner, John King (not seen but completely there), Gene Couvillion, and Gil Coshland.

DCA Group - Hagerstown

The DCA, IAD and BWI members of RUPA Chapter had a very enjoyable evening in Hagerstown, MD at the world famous [Schmankerl Stube](#) restaurant... all in celebration of the wonderful layovers in Frankfurt, Germany years ago in the good-old-days!

Pictured around the table, starting on the left of the camera, **Chuck Enders, Charlie Schwab** (PAA), **John King** (of Flying Circus fame), **JC Black, Gil Coshland, Gary Cook, EK Williams, Cathy Berdahl, Pierre Ney, Bernie Schwartzman** and a guest of mine, **George Seymour**. George and I have volunteered in the kitchen of Boulder Crest Retreat in Bluemont, VA. Boulder Crest is a PTSD retreat for veterans, first responders and families of PTSD victims.

Chuck Enders entertained everyone with insights into the mysteries of the FAA, where he supervises aircraft deice procedures.

Thanks,

See you in 2022!

Sam Stokes Tomlin



CW from the left: Chuck Enders, Charlie Schwab (PAA), John King (of Flying Circus fame), JC Black, Gil Coshland, Gary Cook, EK Williams, Cathy Berdahl, Pierre Ney, Bernie Schwartzman and Stoke' guest, George Seymour.

I'VE REACHED THAT AGE
WHERE MY BRAIN GOES
FROM "YOU PROBABLY
SHOULDN'T SAY THAT." TO
"WHAT THE HELL, LET'S SEE
WHAT HAPPENS."



PDX - Columbia River Geezers

We had a pretty good turnout this month, despite this being the first organized meeting in several months. I'm going to blame this latest wave of Covid for our lack of meetings, but I have to admit that I had some email issues that bogged everything down for a while. We are back, now, and everyone had great time. Lots more canes showed up than normal, so a lot of catching up on medical issues. Then on to family, travel, and finally, flying stories. Finally broke up after about 2+ hours to go our separate ways.

We are always open to guests and visitors. If you are in the area, and would like to join us, send me a note and I can forward all the details.

Steve Barry



L-R: Dick Ionata, Steve Barry, Doug Howden, Rusty Harrison, Bill Park, Tony Passannante, Mike and Diana Thomas.

LAS Lunch Bunch

Mike Sanders and his wife had to cancel the day prior as he broke a tooth (OUCH) and would be sitting in the dental chair at the time of our luncheon. Speedy recovery Mike...look forward to Nov.

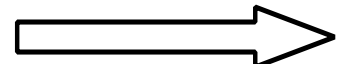
Ernie Yosimoto and Bobbie were moving from Henderson to their new home in Summerlin (5 minutes from our Luncheon) on 13 October and we look forward to seeing them on a regular basis.

Our next luncheon will be on Wednesday, 10 November, at the BJ Brewhouse in Summerlin across from the Red Rock Resort & Casino (215 & W. Charleston Ave) at 1100.

Please RSVP to JLDONAHUE@ALUMNI.ND.EDU or text to 702-521-3135 with the number of guests so I can make a reservation for the group table. We hope to see you then...

Jack & Jean Ann Donahue

Continued ...



SFO North Bay Group

The North Bay group met once again at Cafe Bellini in Petaluma and had a lively and enjoyable afternoon lunch. I am also attaching a picture of our gracious hostess, **Karina**, who treats us very well. On a sad note we acknowledged the passing of **Bill Greene** who left us after a long illness.

We meet the first Wednesday of the month at Cafe Bellini in Petaluma , 100 S. Mc Dowel Blvd. Meet at 11:30am, lunch at 12:00pm and after the stories and remembrances are over, around 1:30ish, we say our farewells and look forward to doing it again next month. Come join us.

*Per Ardua,
Barney*



Bill McGuire, Rick Saber, Bob Billings, Kathleen Billings, Dee Whyman, Larry Whyman, Barney Hagen, Dick Hanna, Jules Lepkowsky.

LAS Lunch Bunch

CW: Bill Eads,
Graham Norris,
Klaus Mueller,
Ruth Dixon,
Jean Ann Donahue &
Jack Donahue.



Denver Good Ol' Pilots

In accordance with past practice and , 18 Good Ol' Pilots and guests met at The Golden Corral Buffet and Grill in Aurora, CO on the second Wednesday of the month, October 13th. The Golden Corral provides a separate room for our meeting.

Social hour began at 11:00 and lunch at 12:00. Former Denver pilot **Rick Madsen** and wife **Kaye** attended all the way from Cochrane, Canada located a short distance northwest of Calgary. After lunch **Ted Wilkinson** entertained with some humorous quotes of famous people. Next, we remembered **Ron Juhl**. Ron was a frequent attendee at our monthly lunch. Ron was well liked and highly respected. His obituary is in The October issue of [The RUPANews](#).

When we have a first time attendee, we ask them to speak and outline a history of their flying career. We had two last month, **Joe Bacheller** and **Brad Silverman**. We only had room to include the remarks of one in our report. We reported on Joe Bacheller's career last month. This month we include Brad Silverman's report.

Brad started flying at age 19 when he accompanied a neighbor who was taking flying lessons to the airport. This inspired Brad to become interested in flying. He quickly completed his commercial, instrument and CFI ratings. In fact, as an instructor Brad eventually completed training the aforementioned neighbor on his private pilot rating. After acquiring his multi engine rating, Brad flew single pilot BN-2A Islanders and PA-31 Navajo light twins throughout The Virgin Islands and Puerto Rico. Next, he flew The Metroliner twin turboprops in California followed by Learjet charter flying. Then it was on to Peoples Express flying the B-737. At United, Brad flew the 737, 727, 757, 767, 777 and 787. He also served as Line Check Airman. Brad retired from United in 2020.

Attending: **Joe Bacheller, Rick Bebee, Bob and Ann Blessin, Ray Bowman, Dick Grant, Bill Hanson, David Horwitz, Steve Jacques, Tom Johnston, Rick and Kaye Madsen, David Mandolini, Mark McGurk, Rick Steele, Ted and Rose Wilkinson.**

Tom

Monterey Peninsula RUPA Lunch Bunch



Photo folks left to right: Jack Cowles, Carlos Quintana, Sunee Jines, Mark Jines, Steve Filson, and Terry Filson.

SFO East Bay Group

October 13th was the regular date for our luncheon and it seemed like it rolled around a little faster than usual. We had to get word out fast to all that some of the Covid rules had changed in our area as restaurants are required to see proof of vaccination prior to letting you in. We met all the requirements so they let the thirteen of us in, one of the largest group of ageing pilots to meet there in some time.

Dick Sperling told some harrowing stories of his flying in Vietnam. He won the DFC for some of his antics there. We hadn't seen **Harry Stonelake** in a while so it was refreshing to see him once again. My wife had back surgery one month to the day and was the subject of much questioning. She had degenerative disk disease and another vertebra that shifted out of position. She was in the hospital for two nights and came home free of pain. She never took pain medication any stronger than Tylenol and has been walking around like a new woman. Don't know yet if she can get through airport screening. The secret for all you back pain sufferers, get the best doctor you can find.

There were a lot of questions about the RUPA Cruise. Most of them can be answered by going to rupa.org and clicking on the 2022 cruise link ([Click here](#)) or the cruise article elsewhere in this issue.

Sitting around the loong table: Super Senior **BS Smith, Shirley Francis, Harry Stonelake, Rich Sperling, Rich Bouska, Jerry Udelhoven, Georgia Bouska, Marilyn Sperling, Danielle Stonelake, Lee Francis, and Neil and Tammy Dahlstrom**. Missing from the picture, the driver for BS.

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



CW: BS Smith, Shirley Francis, Harry Stonelake, Rich Sperling, Rich Bouska, Jerry Udelhoven, Georgia Bouska, Marilyn Sperling, Danielle Stonelake, Lee Francis and Neil and Tammy Dahlstrom.

Dana Point

The report begins:

It was a beautiful autumn day and in Southern California that means all the Halloween decorations start to appear. Our table had an appropriate centerpiece for what we considered as our Halloween meeting. The two other things we were celebrating were Oktoberfest and the reopening of free food samples at Costco!

Barbara Ferguson graciously helped with the seating arrangement, finding a nice separate table that the wives could have for themselves. We weren't privy to their conversations, but we can imagine that foremost among the topics discussed was how cheap their husbands are!

Rusty Aimer brought a special guest for our luncheon. **Kelly Lepley** is a current UPS Captain, flying 747-8s out of Anchorage. She has an interesting career, plumbing the Lockheed Electra, DC-8 and 747 rope start, flying classic airliners like the DC-9 and MD-11, with time in the 757/767 as well. It was great to have her with us and have her describe the handling difference between the 400 and the -8. As an example, she mentioned the 1 degree divergence in pitch angle when on approach - makes for a contrasting sight picture. In return, she was impressed with the retired United pilots having RUPA, our monthly luncheons and our magazine.

We had the usual animated conversations and discussions, starting with the meltdown Southwest the weekend of Oct. 9 -10. There was the standard reminiscing of our airline experiences, and on this occasion, **Roger Parsons** gave some great details of his retirement flight.



L-R: Janice Fuhrmann, Patty Giese, Barbara Ferguson, Merle Santamaria.

A special topic of interest was an activity we all face – downsizing, with all the questions that pop up.

“What do I do with all my extra stuff?”

“Wow, I didn't know I had this!”

“Where is that thing I bought years ago, now that I finally need it?”

The advice from those who have been there is to start early.

Bob Fuhrmann brought a hardcover book which I promptly pounced on. This might start a new feature for the luncheons – Book sharing.

Our next meeting - Nov. 9 at the Proud Mary's at Dana Point Harbor.

Guests are welcome!

End of report.

Yours Truly

Rico Santamaria



L-R: Rusty Aimer, Bob Fuhrmann, Bill Stewart, Denny Giese.



L-R: Rico Santamaria, Boomer Knutzen, Janice & Bob Fuhrmann, Bill Stewart, Rusty Aimer & guest Kelly Lepley (active UPS), Denny & Patty Giesea, Bill Rollins, Barbara & Corey Ferguson, Roger Parsons, Merle Santamaria.



L-R: Roger Parsons, Corey Ferguson, Rico Santamaria, Bill Rollins, Boomer Knutzen, Kelly Lepley (active UPS).



The good ol'
days



Florida - Treasure Coast Sunbirds

All,

🕒 By the time that you get this Write-Up from your UAL Pilot friends here in SE FL...we'll only have less than a month left in our 'Official' Hurricane Season. So far - So GOOD.....we've not had a real threatening tropical storm so far and we're all hoping and 🙏 that it will stay that way thru November 30th. We've been very fortunate this year.....and don't we know it!!! 😊

When we all got to Shrimper's at 11:30 AM it was partly cloudy but as our Luncheon moved forward.....the skies in the Port Salerno area of Stuart cleared up and we had terrific WX to enjoy each others company and our stories as well.

The eight guys that made it to Shrimper's were: **Duff Daily**, new-be **Gregg Sternbach** (welcome Gregg and hope to see you often in the future), **Jerry Holmes**, **Jarmo Toivola**, **Dave Damon**, **George Bustillo**, **Jack Boisseau** and **Bob Langevin**.

Gregg Sternbach spent most of his UAL career in JFK and ORD and he retired off of the 747 in March, 2020. Gregg knew many of the UAL pilots that our group knew over the years, so there were many names and a few stories exchanged during the course of our Luncheon.....yes, MEMORIES!!!! 😊 Circa, The Good Ole Days.....Oh yeah, Capt. Jack (as in Boisseau) has bought another airplane, an Aeronca Champ and it was flown from LAS to SUA (Stuart) by Jack's son...and it took 7 days to complete the journey. 🤪 Keep the Blue side up Jack!!!! 😊

We were served wonderfully by our Server, **Rose** and as usual the food was delicious and enjoyed by all. Several of our guys commented and made it a point to mention how OUTSTANDING the Chowder is at Shrimper's....both the Conch and New England are terrific. I might take a minute to mention that **George Bustillo** had the Conch Chowder and **Dave Damon** was alert enough to point out to George that it was a nice of him to have some 'chowder' along with the Sherry that he put in it! 😊

Our Luncheon in November will be at Shrimper's once again and will be on Nov. 9th at 11:30 AM. If you are in the Stuart area around that time, be sure to come and join us.

Thinking ahead to December, after discussing the current Covid situation, etc. with all in attendance, it was decided (unanimously) that YES, we will invite our wives OR lady friends to join us in recognition of the Holiday Season. Over the past few years, this has been customary with our Treasure Coast RUPA Group not only in December but in February as well (in keeping with the Valentine's Day spirit). So, on Dec. 14th (Tuesday) we'll be at Shrimper's once again. Our LADIES are invited to join us...however, if she is not available.....not a problem....we take SOLOS as well.

Thinking down the road just a little bit, the Treasure Coast Chapter of UAL Pilots would like to wish you and your families a Happy, Healthy and SAFE Thanksgiving Holiday.

Cheers and BE SAFE OUT THERE,

Bob Langevin





L-R: Duff Daily, Jarmo Tiovola, Gregg Sternbach, Jerry Holmes, Bob Langevin, Jack Boisseau, George Bustillo and Dave Damon.



And of course George wanted a selfie.

Seattle Gooney Birds

On a cool and cloudy October day, eleven pilots and three pilot wives gathered at the SeaTac Marriott for lunch. Our thanks to **Jackie** for the excellent fare and service and a special nod to **Mr. Firas Salman**, Food and Beverage Manager, for his welcoming comments.

Doug Postlewait brought one of his own crafted greeting cards for us to sign. It celebrates the 100th birthday of Flight Attendant **Iris Peterson** who had retired from United at age 85, some 15 years ago. A photograph on the front of the card is of Iris, in uniform, and standing on the steps of a DC-3.

We heard from three long-time SEAFO pilots, **Pat Donovan**, **Larry Mason**, and **Jess Marker** who, for various reasons, were not able to attend today's event. Pat spent early retirement years in New Zealand before moving to England and has recently crossed the Channel to Belgium. He lists the advantages of living there include English spoken everywhere, almost all residents vaccinated, and a more friendly aviation environment.

Larry Mason sent a "hello" to everyone and said that he had retired from managing airports at Packwood and Toledo, WA and had sold his 1968 Bonanza ("I didn't want to do something stupid!"). Heart surgery in May provided him with a bovine aortic valve and he says he has developed an affinity for those big, brown eyed cows. **Larry and Nancy** recently celebrated their 61st anniversary.

SEAFO Chief Pilot **Jess Marker** sent greetings and reflected on the recent loss of **Vince Young** and **Tom McMahon**. Jess and Vince had both married British ladies and the four enjoyed a long friendship. Tom sat on the seniority list one number ahead of Jess and usually took Jess' first monthly flight bid choice. **Dan Jessup** had recommended Tom for a position on the Loft C/L/R working group but Tom declined and recommended Jess for the position, and, per Jess, "the rest is history, (sort of)". He is now dealing with circulations and says he should have eaten more vegetarian crew meals!

Jokes being few and short, we adjourned until November.

For the Flock,

Hank



Carol Granley, Margie Reid,
Kathy Black.



L - R: George Brown, Hank Kerr, Bob Reid, Jack Brown, Jim Barber, Bud Granley,
Larry Knechtel, Alex Dunn, Al Black, Eric Malm, Doug Postlewait.

LAX South Bay

The LAX RUPA group met for lunch and discussion on Thursday, October 14 at Mimi's cafe in Torrance. **Dan Delight's** neighbor, **Al**, brought pictures of LAX in the 1950s prompting memories all around. Modern topics included vaccine deadlines and requirements. All in all, it was a good day for visiting around a table.

Sharon Crawford



L-R: Dick MacKay, Al Bruckman, Sue and Arvi von Nordenflycht, missing photographer Sharon Crawford, Don Crawford, Eric Reidt and daughter Rayleigh, Helena and Tom Reidt, Loyd Kenworthy and Dan Delight.

Florida - Ham Wilson Gold Coast Group



CW L-R: Lyn Wordell, Bill Garrett, Rich Farmer, Ham Oldham, Jim Morehead, Gene Anderson, Reggie Banks, Glenn McGarry.

SFO Bay Siders

Then there were four. October's luncheon was sparsely attended. I guess it is time to activate the phone tree. Nonetheless, we had great conversations. Everyone admired the Octoberfest decorations through out this Bavarian themed restaurant. It is every bit as good as their Christmas time decorations.

Jerry talked about his wonderful Iceland Viking cruise that he and his wife took. From there they spent a couple weeks in Germany. They had no Covid hassles, although they had daily Covid tests on the ship. Of course, everyone was vaccinated. We discussed vaccines and the people who have refused to get the shots. Airline talk centered around how well United seemed to be doing, as compared to other airlines, in particular Southwest. We did discuss our again small turn out. One person did contact me to say they could not make it, but still. Next month we will make a few phone calls.

Our luncheons are the second Tuesday of every month at 1130, at Harry's Hofbrau, 1901 El Camino Real, Redwood City, California.

Come join us,

Rich Erhardt



L to R: Rich Erhardt, Cyndi Schwager, Gerry Delisle, and Jerry Terstiege.

San Diego Group

Hello,

I had the staples removed this morning after a complete hip replacement 12 days ago. I didn't think that having the staples removed that morning would give me such an appetite but I guess the anticipation and stress really factor into my appetite. I didn't have my usual P-Nut Butter Burger but decided on a sandwich with all the trimmings. It was good but not quite as good as my old standby, P-Nut Butter Burger.

JP flew his AirCoup to our luncheon again. As he taxied to his tie down I noticed how great the airplane looks. The paint job is quite colorful in red, white + blue. I'll have to get a picture for next month's publication.

Scott Becker just got back from Pennsylvania visiting his dad. He said It was a good visit but most of our conversation was about getting to the city where his dad lives. Scott flew SAN - IAD and then a Cessna Caravan to his final destination. A small 10 pax high wing turboprop flown by a retired Delta Pilot. Nice looking airplane. Reminds me of our airplanes that flew the Grand Canyon. Scott did say the airplane was comfortable. Not the usual comment about airplanes these days.

Brad + Rhoda live near the beach and told us about some exciting Fall seas out their window. I used to own a sailboat and **Rhoda** was suggesting I wouldn't want to be out in those seas. Big waves. Maybe?

Rhoda is back to playing tennis with her pals on a regular schedule it sounds like. Gotta keep in shape, and she is.

Oh yeah, while having lunch a few business jets flew in and 2 were G-550's and one was an older version Gulfstream. Great looking airplanes.

Until next month.

Mark



L-R: Rhoda Green, Scott Becker, Susan + Mark Mayer, JP (captain air coupe) + Brad Green.

There I Was . . .

(Please Limit submissions to 1000 words)

There I Was . . . Waking the Hijack Team

By John Hebbe

It was around November, 2007. Jack Evans, my friend, had just completed his check ride as a fresh B-727 Captain. This was his first trip on the line. We were flying a longer flight (in those days), east to west after midnight. I was the Flight Engineer. Our planes had just been outfitted with some new air-to-ground electronics. They could send messages and we could send messages. BUT, any words we sent could not be longer than eight characters on each line. Great toy for a bored engineer.

Well along into the flight now, Jack was...well, sort of nodding off. Co-pilot and I, at the ready. Messing around with this new electronic thing, I created a message on the gadget to pass along to Jack. Just as though the company was congratulating him for making Captain. Finally flying his first flight on the line. Remember, the limit was eight characters per line. This was the message:

> HI JACK
> NICE TO
> HAVE YOU
> WITH US
> HOPE YOU
> ENJOY
> THE TRIP
> UNITED

You had to punch in each word on the gizmo on the Second Officer's panel to put it together. It was all a joke. Never meant to be sent. Finished composing it and I wanted Jack to think it had just arrived for him. I yelled: "Hey, Jack! The company has sent you a message congratulating you tonight. Look at this!"

Jack snapped to and spun around. I reached up to tickle the switch to make the gadget show, word by word, what was there. By mistake, I hit the "SEND" button and away it went to ATC, United and the world. Then disappeared from the screen. All gone. I told Jack about my fun thing and we smiled and rolled along.

Hours later, we landed in San Francisco. Next thing we heard was, "Were you aware that United woke up the hijack team in Chicago. ATC carefully monitored your flight every minute from when your message was sent until you landed.

"Nope. Didn't know that."

"Well, the first words Chicago read when it arrived there were: "HI JACK"

And we never heard another thing about this. Not a peep.

/s/ John Hebbe Class of 1968. DCAFO, et al.



There I Was . . . Deadheading and Sending My Seatmate Into Shock

By Ted Wilkinson

I experienced this back in about 1990 when I was a new Capt. on the 727 flying out of DEN.



We were really short of pilots flying the 727 at that time and I was on reserve and was flying every day. I got an 8-L-5 assignment to fly a trip from DEN to MIA and layover then deadhead home. The next day I dressed in civvies and came to the airport expecting to do as assigned and deadhead from MIA to ORD to DEN. It was December and there was a snowstorm in ORD and they had a ground stop on all traffic going into ORD. They weren't even boarding the flight from MIA-ORD. The trip got later and later until finally I looked across the concourse and there was a trip nonstop to DEN and it was boarding. So I didn't call the crewdesk or anything, I just picked up my flight bag and suitcase and walked across the concourse and presented my tickets MIA-ORD-DEN and asked if they had room on this flight for me.

The CSR said, "Yes I think we've got room on this for you, so I asked him if he'd get my suitcase and flight kit stowed onboard, as I was fairly sure there wouldn't be room for any carryon luggage. He assured me that it'd be taken care of. The seat I was assigned was an aisle seat in the very last row of coach. My seatmates were what I took to be a man and wife and she seated in the middle seat was scared to death. She was a typical 'white knuckle' passenger. Her knuckles were absolutely white from gripping the armrests and her husband was attempting to console and placate her that everything was going to be okay, and it was not helping. Finally, it became apparent that departure time had come and gone, and we hadn't, so I stopped one of the flight attendants who was circulating up and down the aisle, and asked, "Parden me miss I notice departure time has passed and we don't appear to be leaving, do you know why?"

She responded, "We're waiting for one of the crewmembers to show up." I responded, "Which one of the crewmembers?" (As I could sit in either one of the window seats.)

She said, "I don't know but I'll find out, and disappeared up the aisle. During this exchange the lady seated in the middle seat next to me was continually becoming more wrought.

Shortly the flight attendant I had the discussion with came back down the aisle and addressing me said, "Were waiting for the captain to show up, would you like to fly this flight. (It just happened that the flight attendants on this flight were the same ones that had flown down with me the night before, and I pretty much always tried to introduce myself to the flight attendants on my flights, so they knew who I was even though I was not in uniform.

Well of course I had no idea what accommodation was underway for the missing crewmember, but somewhat without thinking, I stood up and said, "Yes, I'll fly this." The woman seated next to me almost went into shock. I did realize that she was in distress, and I told her, "It isn't exactly what it looks like ma'am, I am a pilot for United Airlines, I just don't happen to be in uniform."

So, I went up to the cockpit and identified myself to the copilot, and asked that he accompany me into operations where I called the crewdesk and I told them the situation and offered for reassignment. As it turned out the flight that was carrying the replacement capt. had just left ORD and was looking at a 3-hour flight to MIA, so the crewdesk was more than happy to reassign me to fly this trip to DEN. They even sent me a telemeter authorizing me to fly out of uniform. (Which I still have)

As it turned out, the flight was one of the nicest and smoothest (including the landing) I could recall.

Being sat in the very last row in coach, my ex-seatmate was the last passenger off the plane, and she stopped by the cockpit and told me that she had been quite apprehensive when I (an apparent passenger) had gotten out of a passenger seat and volunteered to fly the plane. I really felt like telling her that I didn't think she was apprehensive, it looked to me like he was scared to death!

Ted Wilkinson '65 - '00 DCA-DEN-ORD

P.S. I spent more than half of my 35-year career at UAL in the various seats of the 727.

There I Was . . . with an "Average Joe" F/O

By Larry Darnell



In 1986 I was flying as a Captain on the DC-8. I had a line of flying to Kailua Kona Hawaii. my F/O was "Joe" (Not his real name).

We arrived in Kona at noon and left the next day at 1300. We stayed downtown at the King Kamehameha hotel.

At about 1330, Joe and I started a walk up the hill to see the sights. Within 200 feet or so we came to a red light. Now Joe, to me, was a just an average, friendly guy.

We reached the red light just as a red Porsche 911 pulled to stop at the red light and the window on our side was down. Joe evidently could make flash decisions. He went over to the car window and said, "This is the most beautiful car in the world and I always wanted to take a ride in one, especially with a beautiful woman." In a few seconds he was in the car and gone.

The next morning as the S/O and I arrived at the airport Joe was getting out of the Porsche. This scene was repeated for the next two months. I never knew the woman's name and we always referred to her as "Kona."

Several months later I saw "Joe" in operations. He said guess who knocked on my door last night. I said who? Kona!

There I Was . . . With Three Good Reasons to Take the Train

By Larry Whyman

Back in the early 80's I was a "Door Guard" on the Guppy, Butch Martin was a co-pilot (he's sitting in the co-pilot seat in the picture), and Lee Wood (sitting on the jump seat) was a Captain. We were all senior in our respective seats.

Lee and I lived in Chico so we bid to fly together and commuted in my Piper Arrow. Butch flew with us one month, and we decided to see if we could fly together every month. At the time, the monthly bids were done at the domicile, so we would just submit one bid, then the guy who did that would award the line that all 3 of us could hold. We flew together almost every month for about 3 years!

Fast forward to 1989 and the picture. I was getting my IOE from LCA Captain Butch Martin. Five minutes before departure (SFO - EUG), there's a knock on the cockpit door. It's 747 Captain Lee Wood: "...ah, Captain, may I ride on your jumpseat to EUG?" (we had many great layovers in EUG back in the day) He gave his camera to the F/A, who took the picture. This was in November, 1989.

I had forgotten all about that picture having been taken, but before Christmas, I get it, framed, with that caption, "Three Good Reasons to Take the Train" from Lee's wife!

What a great memory from what really was **THE GOOD OLD DAYS!**

Larry

P.S. Lee flew west several years ago, and I haven't seen Butch for a couple of years.



Larry Whyman Buch Martin
Lee Wood

There I Was . . . Behind My Desk

By Gerry Baldwin



Southwest International Airport

The new Denver International Airport was under construction concurrently with my tenure as vice chairman of the United Master Executive Council. Prior to opening, Continental Airlines executives approached the various politicians in Denver and throughout Colorado with a modest proposal. They stated that their maintenance base was at Stapleton; and the company could not afford to build a new maintenance base. They prayed that the politicians could see their way clear to keeping one runway open at Stapleton to facilitate Continental's keeping their maintenance base there.

United's Executive Vice President and General Counsel Lawrence "Larry" M. Nagin stopped by my office and brought up Continental's proposal. I said, "Larry, every major city in America that wanted to build a new airport promised that the old airport would close to commercial traffic forever. One airport did close forever. Can you name it?" He said, "No, what was it?"

I said, "I'll tell you; but first let me name a few that did not, Houston Hobby, Dallas Love, New York La Guardia, Chicago Midway, and the list goes on. The one that remained closed was Fort Worth Greater Southwest International Airport. Do you know why it remained closed?" He said, "No." I said, "Because they pulled up the concrete." He did not respond and left without my knowing what he might do.

What he did, after conferring with United CEO Stephen M. Wolf and others, was to return to the Colorado politicians with this, "You may, indeed, keep Stapleton open. So long as you do, we will stay. If you pull up the concrete, we will go." They responded, "You're serious." He said, "Completely."

Continental had garnered great favor with those who pushed for a new airport. They were promised many perks for their support, e.g. a footbridge from the main terminal to their close-in satellite. It was United, however, that was the big kahuna who would pick up the lion's share of the cost in rents and landing fees. Nagin had the Continental proponents over a barrel. They pulled up the concrete and redeveloped the Stapleton area.



Stapleton redeveloped area

Memo to self:
**Send my "There I Was . . ."
Story to the Editor**

Send it to rupaeditor@rupa.org

Articles

Industry related news and other articles

United Airlines has banned more than 700 unruly passengers during the pandemic



(CNN) - United Airlines says its banned more than 700 passengers for their behavior during the pandemic.

United CEO Scott Kirby says the number of unruly passengers for their behavior is low compared to the number of customers overall.

Right now, the airline services close to three million customers a week.

It's also low in comparison with other U.S. airlines.

Delta has banned 1,600 people from flying since the pandemic began.

Kirby credits deescalation training given to United flight attendants for having lower rates of incident over mask violations.



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UNITED AIR LINES

COMPARE THE FARE AND YOU'LL GO BY AIR

United will fly 91% of its 2019 domestic flights in December, a pandemic high.

By Niraj Chokshi Oct. 7, 2021



Credit...Gabriela Bhaskar/The New York Times

Anticipating strong holiday travel, United Airlines said on Thursday that it will offer 3,500 daily flights within the United States in December, the most in any month since the pandemic began.

United said it plans to offer 91 percent as many domestic flights in December as it did in the same month in 2019, though the company's final schedule could still change. That month, United will debut new direct routes — and restart a handful of others.

The airline plans to place an emphasis on flights connecting the Midwest to warm-weather destinations like Las Vegas and Orlando or ferrying travelers to ski slopes. Flight searches for

holiday travel are up 16 percent compared with the same time in 2019, the airline said.

"We're seeing a lot of pent-up demand in our data and are offering a December schedule that centers on the two things people want most for the holidays: warm sunshine and fresh snow," said Ankit Gupta, vice president of network planning and scheduling at United.

United and other airlines enjoyed strong demand this summer because of widespread vaccinations, though the spread of the Delta variant of the coronavirus [slowed that momentum](#) going into the fall. The industry had hoped that corporate travel would restart in a big way after Labor Day, but many professionals have not returned to offices full time and business travel remains down.

Overall, air travel appears to have settled at about 75 percent of 2019 levels in September, according to data from the Transportation Security Administration. The Biden administration's plan to relax travel restrictions on vaccinated foreigners starting next month is expected to provide another boost, especially around the holidays.

United said it expects the Wednesday before Thanksgiving and the Sunday after the holiday to be particularly busy. It also expects Thursday, Dec. 23, and Sunday, Jan. 2, to be popular travel days.

<https://www.nytimes.com/2021/10/07/business/united-increases-flights.html>

Aviation Etymology

The empennage, also known as the tail or tail assembly, is a structure at the rear of an aircraft that provides stability during flight, in a way similar to the feathers on an arrow.

The term derives from the French language verb *empenner* which means "to feather an arrow"



The pandemic has turned United Airlines into a thriving freight company

By Nicolás Rivero

Tech Reporter

Published September 21, 2021

No passengers? No problem.



During the pandemic, many airlines shifted their focus to flying freight to make up for lost passenger revenue. But no airline has adopted cargo flights with as much enthusiasm—or financial success—as United.

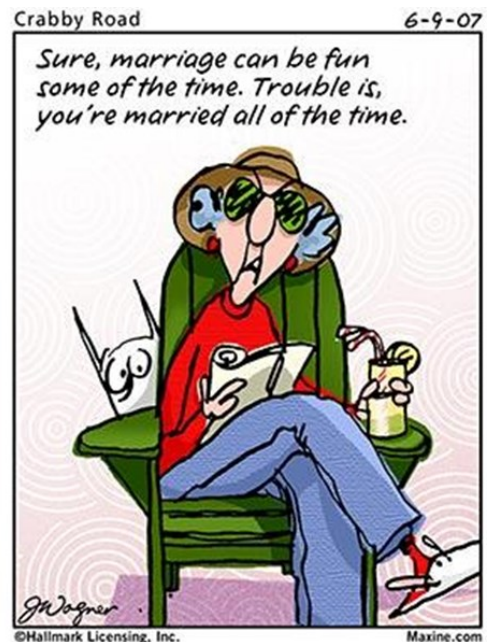
United's eager embrace of freight is at once a pandemic success story, an indicator of the chaos roiling global supply chains, and a harbinger of a future in which more of our goods travel by air. United is betting the airline industry will hold onto cargo revenue even after the

pandemic subsides. If its prediction comes true, it could mean billions of dollars in extra revenue for airlines—and millions of additional tons of carbon dioxide emitted into the atmosphere.

Freight flies the friendly skies

After the coronavirus pandemic reached the US in March of 2020, demand for air travel evaporated virtually overnight. It took nearly a year for passenger volumes to return to half their former heights, according to data from the US Transportation Security Administration. Although air travel nearly rebounded to pre-pandemic levels in July, buoyed by the rollout of coronavirus vaccines, it has since dipped as the extra contagious Delta variant has spread.

To plug the revenue gap, airlines leaned on cargo deliveries. They began temporarily converting their wide-bodied passenger jets into cargo planes in March 2020, and found ravenous demand for their air freight services as port closures, container shortages, and one very large ship wedged in the Suez Canal created record-setting backlogs in shipping. Within a year, air freight bounced back to pre-pandemic levels, according to data from the US Bureau of Transportation Statistics. Desperate to get their goods on time, retailers are paying extra to have them delivered by air rather than wait for long ocean transits.



United Airlines wins the freight race

The biggest winner in the airline industry's pivot to cargo was United. The carrier, which operates one of the largest fleets of widebody planes on Earth, already had the biggest freight business among US passenger airlines. In the first 15 months of the pandemic, United flew more than 13,400 cargo-only flights to quickly bring its freight volumes back to normal levels, even as passenger totals plummeted.

Even though United isn't carrying much more cargo than it did before the pandemic, it has managed to wring much more money out of every ton it transports. The airline's cargo revenues have doubled over pre-pandemic levels, and now total more than \$2 billion per year.

United executives are now fighting to hold onto their cargo windfall. "We are working to figure out how we keep as much of that revenue onboard United Airlines as we possibly can as we come out of the pandemic," chief commercial officer Andrew Nocella said at a Sept. 9 transportation conference hosted by Cowen analysts, according to a transcript from Factset.

This summer, Nocella appeared that consumer demand for air travel was recovering because it forced United to divert planes from profitable cargo routes to carry passengers instead. "We are not going to be able to do more cargo-only flights," he said on a July 21 earnings call. "We're obviously disappointed by that given where yields currently stand." United's passenger flights are still running half-empty as a pandemic-wary public shies away from travel, while cargo space remains at a premium.

That calculus has now shifted United's strategy. At the Cowen conference in September, Nocella said the company was reversing its earlier decision to cancel cargo-only flights in favor of passenger routes and expected United to keep raking in big cargo revenues into the future. "I just released five 777-300s to our cargo division for later this year to put those aircraft back into all-cargo markets based on the dynamics we're seeing in the marketplace today," Nocella said.

United Airlines CEO voices concern over jet fuel costs

By Reuters

(Reuters) - United Airlines Holdings Inc Chief Executive Officer Scott Kirby on Wednesday warned about jet fuel costs in the short term, as surging oil prices threaten the pace of recovery for the airline industry.

"Ultimately higher jet fuel prices lead to higher ticket prices," Kirby told CNBC.

Despite robust travel demand, a recent surge in fuel prices has proved painful for the aviation industry with Delta Air Lines Inc warning of a fourth quarter pre-tax loss and suggesting it might have to pass on higher costs to consumers.

Higher fuel costs leads to less flown capacity and higher fares. JP Morgan analyst Jamie Baker views higher fuel costs as a short-term negative, but a positive in the medium- to long-term.

A global energy crunch is expected to boost oil demand and could stoke inflation and slow the world's recovery from the pandemic, according to the International Energy Agency.

The Brent crude benchmark has risen 62.7% so far this year.

Kirby's comments come a day after United Airlines reported a smaller third-quarter loss, but was hurt by a resurgence in coronavirus cases, which slowed bookings and drove up cancellations.

United Airlines expects to spend about \$2.39 per gallon in the fourth quarter on jet fuel. The carrier spent on average \$2.14 per gallon in the third quarter, about 6% higher than in the same period in 2019.

Former United Boeing 747 To Become Seattle Building Centerpiece

By Joanna Bailey
October 11, 2021



A Boeing 747 formerly operated by United Airlines has been spotted completely stripped of all paintwork and standing in bare metal. The aircraft is set to have its wings removed ahead of being moved to Seattle. There, it will be turned into a luxury lounge for Seattle's new 1200 Stewart development.

An ex-United 747 is set to go on to have a new life.
Photo: tjdamstadt via Wikimedia

Stripped bare

It's not often you see a bare metal bird these days, so this Boeing 747 caught the eye when it was spotted completely devoid of all paint in Victorville, California, last week. Despite having no distinctive characteristics, the aircraft has been identified as N178UA, a former [United Airlines Boeing 747-400](#).

The 747 was delivered new to United in November 1990, and flew with the airline for 24 years before being [withdrawn from use](#) and stored. According to information from [ch-aviation.com](#), it undertook more than 100,000

flight hours, taking off and landing almost 13,000 times during its working life.

While in service, the aircraft flew with a four-class cabin. Its 222 economy class seats were complemented by 88 economy plus, 52 business, and 12 first class positions. But none of that matters now, because as well as the paint, the aircraft is set to lose all of its interior and even its wings to enable it to be [repurposed](#) into something quite different.



N178UA is set to become a lounge within Seattle's newest and swankiest development, 1200 Stewart. Having had the wings and interior removed, it will be shipped to Seattle for positioning in the 'galleria' between the development's twin skyscrapers. Images shared online show how it will look when in position:

A fitting tribute

Boeing has been a big part of Seattle for more than 100 years. Since the early days when Bill Boeing founded the earliest iteration of the Boeing Company on the shores of Lake Union, the firm has become an integral part of the way of life in the city and in Washington State – barely any Seattle resident does not have a friend or family member who has not worked for Boeing at some point.

For that reason, paying homage to this behemoth aerospace business makes sense. To decorate one of the city's most state-of-the-art developments with what was Boeing's most important aircraft is a fitting tribute to the planemaker.



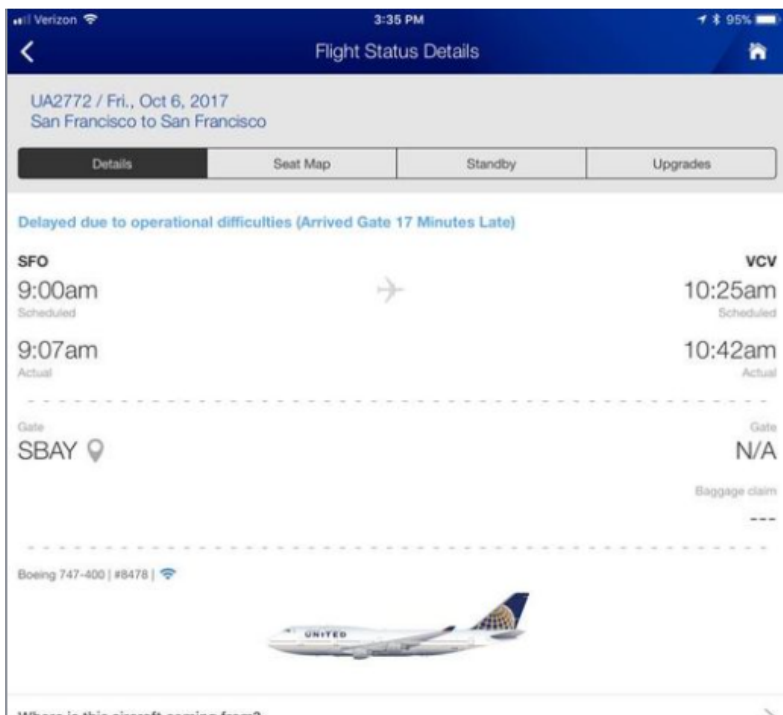
The Boeing 747 will take pride of place in the development. Photo: Westbank Corporation

Leading real estate developers Westbank Corporation are working with architects Henriquez Partners to create the new complex. In a statement, Westbank commented,

“The unique geometry of the galleria at 1200 Stewart, presents the opportunity to create a distinct presence downtown, for a company that has played an integral role in Seattle, historically as well as today as an economic leader and global innovator.”

“Through a visually arresting design that transforms a Boeing 747 airplane into a reimagined space, we envision the Boeing 747 stripped down, suspended in the center of the galleria, exposing its raw aluminum fuselage as a work of art. The rear assembly, the landing gear and the nose of the plane will remain intact, with only the wings being shortened to fit into the space.”

1200 Stewart is in the Denny Triangle of Seattle, at the intersection of Stewart Street and Denny Way. It will house more than 1,000 residential apartments and various retail spaces in its two 48 story skyscrapers. The retail space will feature a music venue, a Trader Joe’s and other facilities, while the residential skyscrapers will have a rooftop patio, a dog park, and a swimming pool. It is anticipated to open in 2022.



[https://simpleflying.com/united-boeing-747-building-centerpiece/https://](https://simpleflying.com/united-boeing-747-building-centerpiece/)

Walking workouts are great for heart, bone, and muscle health – and almost everyone can do it



Walking is an easy exercise for everyone to do.
Photo antoniodiaz/ Shutterstock

Pandemic restrictions have led many people to start walking more, often because they've had few other things to do or just as a way to get moving. Walking workouts have even become popular, with plenty of "challenges" and exercise videos to be found online.

Walking is good for you, there's not much doubt about this. As a way of adding physical activity into your life, it has many advantages. There's a very low barrier to entry, meaning almost everyone, regardless of age or ability, can start walking regularly as a form of exercise.

Walking has clear benefits on keeping our bodies functioning as we get older, improving cardiovascular health, helping lose fat mass and maintain muscle

mass, and helping to maintain bone density as well. And these benefits are true for people of all ages. It seems that the more active you are as a young adult can affect overall health and (in rats, at least) bone and muscle physical function in later life.

Walking outside is also associated with mental health benefits, particularly if you're able to walk in parks or green spaces. Such "green exercise" can improve mental health and wellbeing, reduce symptoms of depression, and lower blood pressure to a greater degree than similar urban exercise.

These effects are so strong that walking on a treadmill in a sterile laboratory environment, but while watching a TV showing green spaces, can improve stress responses and improve self-esteem and mood when compared to watching scenes of urban built environments.

How many steps?

But how many steps are required? Although we're often told to aim for 10,000 steps a day, this number is not really evidence based. In a study of 16,741 older women (average age 72 years), people who walked less than 2,000 steps a day were shown as having the highest risk of death from many different causes, such as cancer or cardiovascular disease. People who walked more were less likely to die from any cause.

This effect plateaued at about 7,500 steps, suggesting (at least in this population of older women) that activity beyond this didn't impart further benefit in terms of mortality. Simply put, walking more likely helps you live longer, but 10,000 steps wasn't any different to 8,000 steps. Similar results are seen in adults older than 40, with a plateau in effectiveness of increasing step counts somewhere between 8,000 and 10,000 steps.

Another factor to consider is walking pace. As intuitive as it may seem, it's worth pointing out that walking faster is better for you than walking slowly. In a recent randomised control trial, 12 months of walking five times a week for 50 minutes at low speed didn't improve measures of fitness, while walking at a faster speed did. (The researchers used a personalised measure for each person – so "fast" versus "slow" depended on each individual.)

Walking speed is also a predictor of mortality in older people. People who walk slower are much more likely to die over the next 14 years of all causes than those who walked at a faster pace.

Is walking enough?



The greater the intensity, the better for your health. bbernard/ Shutterstock

But while walking is good for you, it's not a magic cure for everything. To gain even further benefits, consider adding in both higher intensity exercises and strengthening exercises, as recommended by the World Health Organization and NHS England.

This should include vigorous, challenging, quick movements that get your heart beating faster and make you out of breath – such as running or cycling up hills, sports games, or walking up stairs. Again, intensity is at play here. So although walking is good for cardiovascular fitness, running is better, even if you still only use similar amounts of calories on a short run versus a longer walk.

The greater the intensity, the better for your health. bbernard/ Shutterstock

Muscle strengthening exercises, such as weightlifting, are also great for building muscle mass and strength at all ages. These will help maintain muscle mass and function with older age, and are associated with reduced incidence of chronic diseases.

Importantly, losses in muscle mass and function start in your 30s-40s. So exercising while you're younger isn't just good for you now, but could help your health and function decades later.

In place of step counts, the World Health Organization suggests people think of "minutes of activity", and that people should achieve at least 150 minutes of moderate intensity exercise a week, or at least 75 minutes vigorous intensity exercise if you prefer. Moderate intensity activity is about a six out of ten on your personal intensity scale – so things like light sports, walking briskly or dancing.

Activity trackers can also help you keep an eye on how many minutes you're active daily. Most smart phones have apps built in and many are freely available to download.

So, is walking good for you? Yes. Do you need to walk 10,000 steps a day? Probably not, but it's not going to do you harm if you do. If you are trying to maximise your gain in health benefits through being more active, consider adding in other types of exercises alongside lighter activities like walking that challenge your fitness and strength.



Birth of a plane

10 Essential Health Tips For Seniors

From baby boomers to senior boomers: 10 tips to keep you healthy and fit



In the last census baby boomers, those 65+, accounted for 13% of the population. This age group grew at a faster rate than the population under age 45, and it's clear that the US is an aging population. Happily, aging is different now than it was for our parents and grandparents. Today, there are more people living longer than at any other time in history. In fact, boomers will number 78 million by 2030. "This generation, associated with social change including the civil rights and anti-war movements in the 1960s, has another important cause "staying healthy," says soon-to-be 65-year-old Arthur Hayward, MD, a geriatrician and clinical lead physician for Kaiser Permanente. "We need to become activists in promoting healthful behaviors and try our best to remain active and healthy the rest of our lives."

How to do it? Dr. Hayward recommends these 10 easy health tips for seniors to help baby boomers live longer and thrive:

- **Quit smoking.** Take this critical step to improve your health and combat aging. Smoking kills by causing cancer, strokes and heart failure. Smoking leads to erectile dysfunction in men due to atherosclerosis and to excessive wrinkling by attacking skin elasticity. Many resources are available to help you quit.
- **Keep active.** Do something to keep fit each day—something you enjoy that maintains strength, balance and flexibility and promotes cardiovascular health. Physical activity helps you stay at a healthy weight, prevent or control illness, sleep better, reduce stress, avoid falls and look and feel better, too.
- **Eat well.** Combined with physical activity, eating nutritious foods in the right amounts can help keep you healthy. Many illnesses, such as heart disease, obesity, high blood pressure, type 2 diabetes, and osteoporosis, can be prevented or controlled with dietary changes and exercise. Calcium and vitamin D supplements can help women prevent osteoporosis.
- **Maintain a healthy weight.** Extra weight increases your risk for heart disease, diabetes and high blood pressure. Use the Kaiser Permanente BMI (body mass index) calculator to find out what you should weigh for your height. Get to your healthy weight and stay there by eating right and keeping active. Replace sugary drinks with water—water is calorie free!
- **Prevent falls.** We become vulnerable to falls as we age. Prevent falls and injury by removing loose carpet or throw rugs. Keep paths clear of electrical cords and clutter, and use night-lights in hallways and bathrooms. Did you know that people who walk barefoot fall more frequently? Wear shoes with good support to reduce the risk of falling.
- **Stay up-to-date on immunizations and other health screenings.** By age 50, women should begin mammography screening for breast cancer. Men can be checked for prostate cancer. Many preventive screenings are available. Those who are new to Medicare are entitled to a "Welcome to Medicare" visit and all Medicare members to an annual wellness visit. Use these visits to discuss which preventative screenings and vaccinations are due.

- **Prevent skin cancer.** As we age, our skin grows thinner; it becomes drier and less elastic. Wrinkles appear, and cuts and bruises take longer to heal. Be sure to protect your skin from the sun. Too much sun and ultraviolet rays can cause skin cancer.
- **Get regular dental, vision and hearing checkups.** Your teeth and gums will last a lifetime if you care for them properly that means daily brushing and flossing and getting regular dental checkups. By age 50, most people notice changes to their vision, including a gradual decline in the ability to see small print or focus on close objects. Common eye problems that can impair vision include cataracts and glaucoma. Hearing loss occurs commonly with aging, often due to exposure to loud noise.
- **Manage stress.** Try exercise or relaxation techniques - perhaps meditation or yoga as a means of coping. Make time for friends and social contacts and fun. Successful coping can affect our health and how we feel. Learn the role of positive thinking.
- **Fan the flame.** When it comes to sexual intimacy and aging, age is no reason to limit your sexual enjoyment. Learn about physical changes that come with aging and get suggestions to help you adjust to them, if necessary.

<https://www.parentgiving.com/elder-care/10-essential-health-tips-for-seniors/>

United Airlines CEO voices concern over jet fuel costs



(Reuters) - United Airlines Holdings Inc Chief Executive Officer Scott Kirby on Wednesday warned about jet fuel costs in the short term, as surging oil prices threaten the pace of recovery for the airline industry.

"Ultimately higher jet fuel prices lead to higher ticket prices," Kirby told CNBC.

Despite robust travel demand, a recent surge in fuel prices has proved painful for the aviation industry with Delta Air Lines Inc warning of a fourth quarter pre-tax loss and suggesting it might have to pass on higher costs to consumers.

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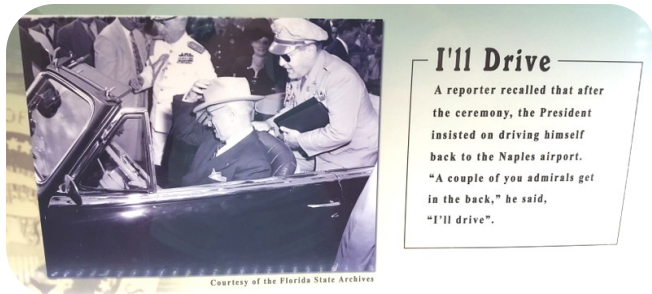
A global energy crunch is expected to boost oil demand and could stoke inflation and slow the world's recovery from the pandemic, according to the International Energy Agency.

The Brent crude benchmark has risen 62.7% so far this year.

Kirby's comments come a day after United Airlines reported a smaller third-quarter loss, but was hurt by a resurgence in coronavirus cases, which slowed bookings and drove up cancellations. United Airlines expects to spend about \$2.39 per gallon in the fourth quarter on jet fuel. The carrier spent on average \$2.14 per gallon in the third quarter, about 6% higher than in the same period in 2019.

Huh? Sign on Rest Room door:
TOILET OUT OF ORDER. PLEASE USE FLOOR BELOW

However, the silver lining is in its history where the Everglades National Park was dedicated in 1947 by President Harry Truman at this same airfield with about 5,000 in attendance. I found out that they are planning a 75th Anniversary celebration in December 2022 at this Everglades Airpark. So it should return to life for at least a short period. President Truman after the ceremony in 1947 decided he wanted to drive the car back to Naples Airport instead of the usual chauffeur. The newspaper photo from the Everglades Museum captures this scene which clearly shows who's the boss!



One final mini trip was to Tavares, FL which is very close to Mount Dora in central Florida which is noted for having the highest point in Florida - 187 feet! Tavares boasts itself as "[America's Seaplane City](#)". It's a relatively small operation but seaplanes go back to splashing down in these lakes as early as 1914. Took a short tourist type seaplane flight at the Jones Brothers Air and Seaplane base in their Cessna 206 amphibian. Only 35 minutes with 2 passengers and Sam as pilot in command skimming over the Dora and Harris lakes. Perfect weather.

His father started the operation.



One of the aircraft in their inventory for training and rating is a SeaRey light sport amphibious flying boat. The photo shows it leisurely taxiing to the ramp. Small, colorful and quiet, this aircraft looks like a lot of fun. The company's headquarters (Progressive Aerodyne) is about 5 miles away.

Looking forward to 2022 and hoping for international travel to open up.

Dot, USN Ret

Neil Bretthauer - Marco Island, FL

First of all, many thanks to all the volunteers who make RUPA the vibrant organization it is. Your efforts are much appreciated.

It's been a fairly quiet year for me since my last epistle. Delayed cruise plans were delayed yet again, so there were no extended travels

Winter on Marco was as busy as ever. The tourists didn't get the word about staying home, I guess. I've always been a real history nut and was asked to join the Board of Directors of the Marco Island Historical Society. If you are ever on Marco, be sure to visit our incredible Historical Museum.

Summer found us back in Arlington Heights and hanging close by. Only travels took us back to my northwest Ohio farm roots over Labor Day weekend to the county fair. Oh, the memories!

My health remains quite good considering my advanced years and I count myself very lucky on that score. A few aches and pains, but still playing tennis and taking long walks using all the original parts. *Neil* UAL 1967-2000

Ron Huffman - Enumclaw, WA

Greetings to all,

We really enjoy the monthly magazine filled with letters, photos, articles and cartoons, and other pertinent information.

There have not been a lot of changes for us during this 2nd year of the pandemic.

We anticipate the booster vaccine for COVID soon. We have remained healthy.

Wife Barbara, still with her RN license, has been able to volunteer at many COVID vaccine clinics.

A highlight was celebrating our 60th wedding anniversary in August. All of our children and spouses, grandkids and great grandkids gave us a wonderful surprise party. Our grandson who is a Navy LTJG, and in pilot training (T 45C) flew in from Mississippi for 24 hours to celebrate. His dad, who was laid off by Emirates Airlines over a year ago finally has a January 2022 class date to be rehired as a Captain in the A380!

Ron has slowed down- as many 83 year olds- have, especially due to his 1985 stroke.

Not as many Starbuck's visits- but a few drive through coffees.

Thanks to all who make this publication possible. We love hearing from United friends!

Barbara Huffman for Ron

George Johnson - Seattle, WA

Twenty years ago, the FAA said I was too old to fly an airliner.

After twenty years of flying a Learjet, "I" have decided to retire from commercial flying. Has been a busy year bought a Searey and sold both it and the Geronimo this spring. Just made a deal on a Nice Cessna 180 on floats.



Family doing well, redoing our kitchen, and really miss the great people at UAL.

Veronica and George

JFK, EWR, CLE, ORD, SEA, DENTK, SFO

Jim Huff – Vancouver, WA



As usual "Mahalo" for all the efforts of the dedicated volunteers that make the News Letter possible! Unfortunately I don't recognize most of the names any more, but do enjoy the issues.

Have finally given up being a "snow bird" to the island of Molokai after 24 years. For the last several years we used credit card points on HA out of PDX instead of hoping to get a seat on UA through SFO to HNL. Besides, there is a meal and glass of vino even in coach!

Also my bride of 64 years had a broken hip (2017), a broken left femur (2020) and, as of 9/3/2021, a broken right ankle and is in cast and cannot put any pressure on the foot yet.

We are in the same house since '89 here in Vancouver, (WA, not "eh"!) in an adult community with a nine-hole golf course, and we're on the first fairway about 150 yards from the tee. We have a lovely club house, Olympic size pool, etc.

Regards to all.

Jim, '55-'89, mostly in SFO.

Retirement means no pressure, no stress, no heartaches . . .
unless you play golf

Larry Horton – Port Orange, FL

It's been 31 years since my retirement and the years have slipped by very fast. I give thanks for the good health my wife Janet and I have and continue to enjoy. Other than a brief pause for her to get a hip replacement, this year has been uneventful. Even that was a none event. Modern medicine has made it a one day outpatient procedure, almost unbelievable.

One year ago, I sold my Bonanza and stopped flying. I miss it (both the Bonanza and flying.)

I have spent the last year trying to clear out parts and support equipment accumulated to operate and maintain the aircraft over 47 years of Bonanza ownership. That task continues.

Both of us have completed the two-shot immunization against Covid and though we have the desire, we are both hesitant to do much traveling, so this has been a very quiet year for us.

I will close by saying thank you to all of the people who make the RUPA magazine possible. Your efforts are much appreciated.

Larry

Chris Wittenfeld – Bonny Lake, WA

Hello Fellow RUPArians,

The Covid Blues, social distancing, masks, shots, what a year it has been! Lots of solo hiking, biking, skiing, alpine lake fishing and yard work kept me free and sane, not so says my wife however!

The toughest part was staying away from our kids and grandchildren. Social distancing is not possible for my wife, she is a creeper and hugger, so family gatherings were limited to well-spaced outdoor functions, much to her dismay.

My son-in-law had a mild case of the Covid further restricting family outings. Interestingly, his wife and children did not get it. Hopefully, all family members will soon be vaccinated and normal functions can resume.

Nancy needed a knee replacement, which she got, recovered quickly with limited physical therapy. The only complication was her autoimmune disease flared up because of her medications had to be stopped for the knee operation. She considers it a highly successful operation and is doing fine.

Sixteen years of on off property development issues fighting with the county are mostly resolved. I paid off the engineering firm with a sale of land this year. That land is now cleared, dry sewer, septic, storm drain, water, roads and power are going in. I had no idea how complicated, costly and time-consuming property development could be especially with wetlands involved. I have two 4.5-acre parcel approved with time limit restrictions for possible future development. I mention this because it is a huge mental and financial relief to me.

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

Chris



Larry Nikolaus – Huntington, WV

Seven years in retirement and living in Wild Wonderful West Virginia.

Still flying my Cessna 190. \$100 hamburgers and area aviation museums.



www.airplanemuseums.com.

Took it to AirVenture in Oshkosh WI this year. A wonderful event with great people and thousands of all types of airplanes. If you like airplanes, a must attend event.

Tried golf after a 50 year hiatus. It didn't end well.

We had another Western West Virginia dinner group when Victor and Pam Lorentz of Orlando, FL stopped by in their motorhome. Dinner was served at a local grass strip Robert Newlon field, the Fly In Cafe.



Thanks to all you volunteers for keeping us informed.



RUPA Cruise - 2022

Retiree Travel information



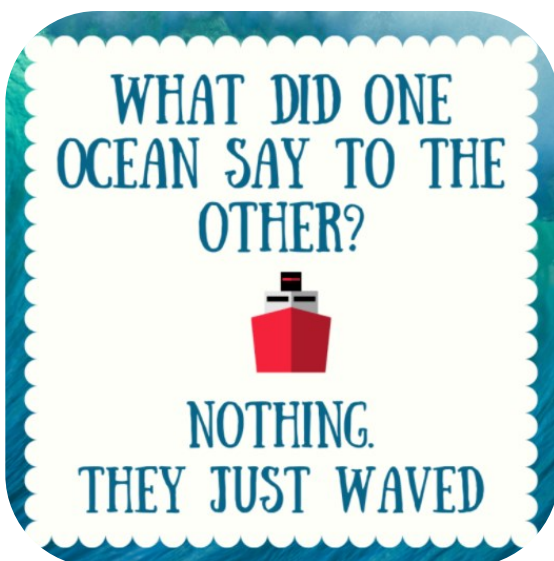
It is looking more and more like this Covid-19 Pandemic will be under control before we head to Alaska on the next cruise. Ships are once again sailing with passengers. At present, all passengers must be vaccinated prior to boarding and checked on a regular basis during the cruise. Most of us feel it will be safe to travel again by next September and people are anxious to get back on the water; bookings are expected to surge in the coming months. So, if you are thinking about going on the RUPA

cruise, now would be an excellent time to sign-up. I would like to emphasize that by booking now you will probably save money as prices will most likely go up and availability will be harder to come-by. Also, by booking now, your deposit is completely refundable and you lock in the price should there be a future price increase.

You can go to our web site, rupa.org: on the left side of the home page, click on [RUPA CRUISE 2022](#), and see all the details of the cruise or go to the Holland America website for additional information. Go to www.hollandamerica.com. In the destination box select Alaska & Yukon, in the departure date box select September, in the duration box select 9-16 days, in the departure box select Vancouver and click on the search button. Look for the 14-Day Great Alaskan Explorer. There are two of them; this one departs on September 18. Holland America Line has been named Number One for cruises to Alaska in Cruise Critic's 2019 Cruisers' Choice Awards. They have been doing cruises to Alaska for 70 years so they must be doing something right.

Remember all are welcome, friends, family and neighbors. Amenities are constantly changing. If you have questions, call Jerry Poulin at Jerry's Travel Service (508) 829-3068 or gpsp@aol.com for the latest information and pricing. All prices are subject to change until booked. If lower prices become available you will be rebooked. Deposit is refundable until the final payment.

Submitted by *Rich Bouskav*



In Memoriam

RUPA members who have Flown West

William "Bill" P. Meinert



William (Bill) Paul Meinert was born on December 22, 1936, in Brooklyn, New York. He died September 11, 2021, at his home in Metairie, Louisiana.

He graduated from Brooklyn Technical High School in 1954. He was accepted into

the United States Merchant Marine Academy in Kings Point, New York, from which he graduated in 1958 with a degree in Marine Engineering, a USCG license as a Third Assistant Engineer in the Merchant Marine, and a commission in the Navy as an Ensign, USNR. He spent his third class (sophomore) year at sea and sailed around the world. After graduation, he worked as an engineer on merchant ships, sailing with the United States Line, United Presidents Line, and the United Fruit Corporation.



It was while his ship was undergoing repairs in New Orleans that he met Anna Mae Martino, a nurse anesthetist student at Charity Hospital. They met on New Year's Eve, 1960 and were engaged six weeks later on Mardi Gras. Bill's ship sailed, and he returned only a few days before their wedding on September 3, 1961.

They moved to Seattle, Washington, where he worked for Boeing, designing rocket engines. Boeing transferred him back to New Orleans, where he began flying lessons at Lakefront Airport.

He was hired by United Airlines as a pilot in 1966. He also served in the U.S. Naval reserve from 1954 through 1966, ending his tenure as Lieutenant Junior Grade. He worked for United Airlines for 30 years, based at O'Hare Airport in Chicago. He flew many different models of airplanes during that time and ended his career as Captain of a DC-10, his favorite plane to fly.

After his retirement the family returned to the New Orleans area, settling in Metairie. Bill loved to travel, visiting Hawaii many times, and many places in the U.S. and abroad. He traveled to Europe, to see family and friends and to visit battle sites in Germany and France, an interest that he shared with his grandson Jacob William. He also flew to Australia, New Zealand, and Japan.

He was preceded in death by his parents, Emil and Therese Meinert; and his sister, Helga Smith Sanello. He leaves his wife of sixty years Anna Mae, and his daughters, Susan Moskop, Karen Sterbenz, and Elizabeth Meinert. He also leaves son-in-law RJ Moskop and Keith Sterbenz and Elizabeth's partner James Fourcade. He leaves his grandchildren Sophie Moskop, and Conner, Jacob, Zachary and Zayne Sterbenz; "adopted" grandson Jordan Pittman; his brother and sister-in-law Emil and Sherry Meinert; sister-in-law Jo Hagen; and many nieces and nephews. He was very close to his friend Anthony Liebel.

The family would like to thank Bill's caregiver Stacey Prude, and the Notre Dame home health agency for the wonderful care they provided over the last five months.

Visitation was at Harry McKneely & Son Funeral Home. Bill was entombment in Rose Memorial Park, Hammond.



Robert “Barry” Nance

Captain Robert B Nance (Barry) flew west for the last time on September 20, 2021 due to a hemorrhagic stroke. He was 79.

Born in Winston-Salem, NC to Allen P Nance and Cleo (Wallace) Nance, his family moved to Myrtle Beach, SC where he attended school and tells stories of driving the school bus when he was 14.

After high school, Barry enlisted in the U.S. Marines, where he served in Vietnam, flying as a navigator. By that time, he had decided on a career; he was going to be a PILOT. Using the GI bill, he was able to get all the necessary tickets and was hired as a DC-8 navigator for Capitol International Airways. It was there he met and married flight attendant Lesley, his wife of 49 years.

During furloughs in those early years, Barry took any flying job in order to build his hours. In 1972 he became a DC-8 co-pilot and ultimately a captain until Capitol's demise in 1985.

That led to short-term jobs with Interstate Airlines and Skystar International until finally Barry was hired by United. He started as a 727 flight engineer, then co-pilot, then captain. After that came the 747. He retired on the 757.

Barry is survived by his wife Lesley, son Jason and daughter-in-law Melissa. He will be sorely missed.

Neil M. Kelly



Capt. Neil Matthew Kelly passed away at his place of residence in Hollister, California on February 28, 2021 at the age of 90.

Because We Flew

Once the wings go on, they never come off whether they can be seen or not.

It fuses to the soul through adversity, fear and adrenaline, and no one who has ever worn them with pride, integrity and guts can ever sleep through the call of the wild that wafts through bedroom windows in the deep of the night.

When a good flyer leaves the job and retires, many are jealous, some are pleased and yet others, who may have already retired, wonder.

We wonder if he knows what he is leaving behind, because we already know. We know, for example, that after a lifetime of camaraderie that few experience, it will remain as a longing for those past times.

We know in the world of flying, there is a fellowship which lasts long after the flight suits are hung up in the back of the closet.

We know even if he throws them away, they will be on him with every step and breath that remains in his life.

We also know how the very bearing of the man speaks of what he was and in his heart still is.

Because we flew, we envy no man on earth.

Author Unknown

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

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

Flown West

Remembering United Pilots who have Flown West

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

John E Bisbey *	Aug 17, 2021
Henry “Hank” M Donatoni, Jr. *	Sep 23, 2021
Ernest “Les” Eaton	Oct 13, 2021
Hugh R Goding *	Jul 7, 2021
Robert “Bob” W Kelly	Oct 2, 2021
Thomas “Tom” McMahon	Oct 4, 2021
William P Meinert	Sep 11, 2021
Robert “Barry” B Nance	Sep 20, 2021
Robert “Bob” J Witherow	Sep 22, 2021
Vince Young *	Oct 5, 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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DCA: Williamsburg, VA/Hampton Roads Area...
Jim Krasno..... krasnoj@earthlink.net



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

Arizona

PHX: Phoenix Roadrunners (2nd Tuesday, Oct thru Mar) - *Bobby Q Restaurant*.

Call Frank Soare: 602-690-4015 imandtheflash@hotmail.com

TUS: Tucson Toros (Dates vary) Contact Randy Ryan for Info: 520-797-3912 - randyryan40@msn.com

California

BUR: Thousand Oaks (2nd Thursday on odd months) - *Sunset Terrace, Janns Mall, Thousand Oaks, CA* 805-497-4847

LAX: Los Angeles South Bay (2nd Thursday, even months) - Location TBA - 310-378-6855

FAT: The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*

MRY: Monterey Peninsula (2nd Wednesday) - *Woody's at MRY Airport - RSVPs Required* - 831-622-7747

SAN: San Diego Co. (2nd Tuesday) - *San Marcos CC* - 858-449-5285

SFO: San Francisco Bay-Siders (2nd Tuesday, 11:00 AM) - *Harry's Hofbrau*, Redwood City, CA 650-349-6590

SFO: San Francisco East Bay Ruparians (2nd Wed. 1:00 PM)—*Primavera Restaurant*, San Ramon, CA—925-735-1946

SMF: SAC Valley Gold Wings (1st Monday, 12:00) - *Cliff House of Folsom, Folsom, CA* - 916-941-0615

SNA: Dana Point CA (2nd Tuesday) - *Proud Mary's*—Call Rico 949-842-5186

Colorado

DEN: Denver Good Ol' Pilots (2nd Wed 1100 hrs) - *The Golden Corral Buffet & Grill, Aurora, CO* - Tom Johnston 303-979-7272

Florida

JAX: Florida First Coasters (1st Tues. 1300 hrs) - *Loc TBD* - Guests Welcome, Jim Peterson 970-201-6149

: N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec) - *Spruce Creek CC* - 386-760-9736

SRQ: Sarasota Sunsetters (2nd Tuesday, Jan, Mar, May, Sep, Nov) - *Geckos Bar & Grill* - 941-807-6727

SUA: SE Florida Treasure Coast Sunbirds (2nd Tue.) - *Shrimper's restaurant, Stuart, FL* - 561-756-4829

: The Ham Wilson S.E. Florida Gold Coast (2nd Thursday) - [*Galuppi's Restaurant & Patio Bar*](#)

RSW: SW Florida (2nd Monday, Nov, Jan, Feb, Mar) - *Olive Garden, Ft. Myers* - Contact Dot Prose at proceda@yahoo.com

TPA: Tampa, Florida Sundowners (3rd Thursday) - [*Daddy's Grill Oldsmar, FL*](#). Contact Matt @ 727-787-5550

Georgia

ATL: (Loc/ Date To Be Announced) Call Mike Marcano @ 770-495-0002

Hawaii

HNL: Hawaii Ono Nene's (Date To Be Announced) Call Pat Collins 808-561-8391 *Mid Pacific Country Club*

KOA: Big Island Stargazers (3rd Thursday 11:30AM) - *The Fish Hopper, Kailua-Kona* - 808-315-7912 or 808-334-1883

Illinois

ORD: Greater Chicago Area Group (2nd Tuesday, March, July and November)

(*Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL*)

ORD: The Joe Carnes RUPA Group (2nd Tuesday, January, May and September)

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

Nevada

LAS: Las Vegas High Rollers (2nd Wednesday @ 1100 hrs) - [*BJ's Brewhouse*](#) in Summerlin. jldonahue@alumni.nd.edu

RNO: Reno's Biggest Little Group (4th Wednesday) - *BJ's Brewhouse*

Call Lyle U'ren 775-232-0177, or Jim Whitney 775-825-3357

New York

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

Ohio

CLE: Cleveland Crazies (3rd Thursday) - [*Lager & Vine Gastropub*](#) Hudson, OH (Always coed) - Phil: 330-653-8919

Oregon

EUG: Oregon Coasters (1st Wednesday, 12:00) - Call for monthly restaurant in Florence, Larry 541-999-1979

PDX: The Columbia River Geezers (2nd Tuesday 11:00) - *California Pizza Kitchen, Clackamas Town Center* 503-659-0760

Call Steve Barry, 503-679-9951

MFR: The Intrepid Aviators of Southern Oregon (3rd Thursday) - *Pony Express, Jacksonville* - 541-245-6896

Texas

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

Washington

PAE: Pacific NW Flyers (To be announced) 916-335-5269

SEA: Seattle Gooney Birds (2nd Thursday 11:00 AM) - *Airport Marriott 3201 South 176th St SEATAC*

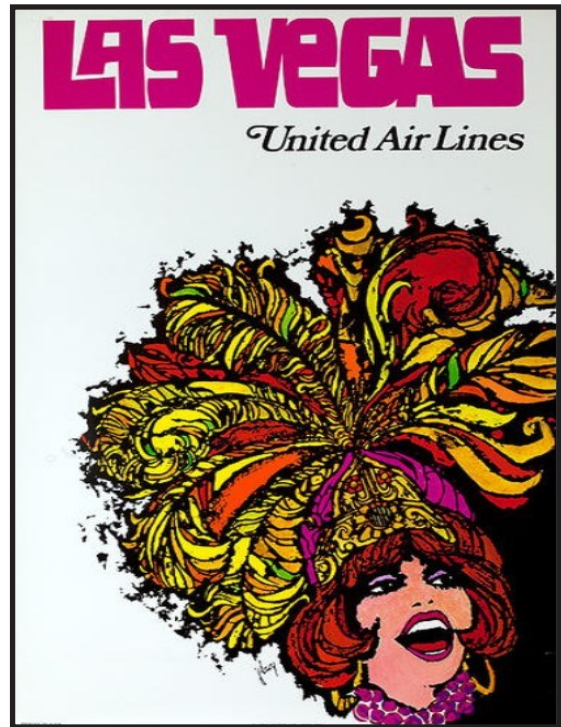
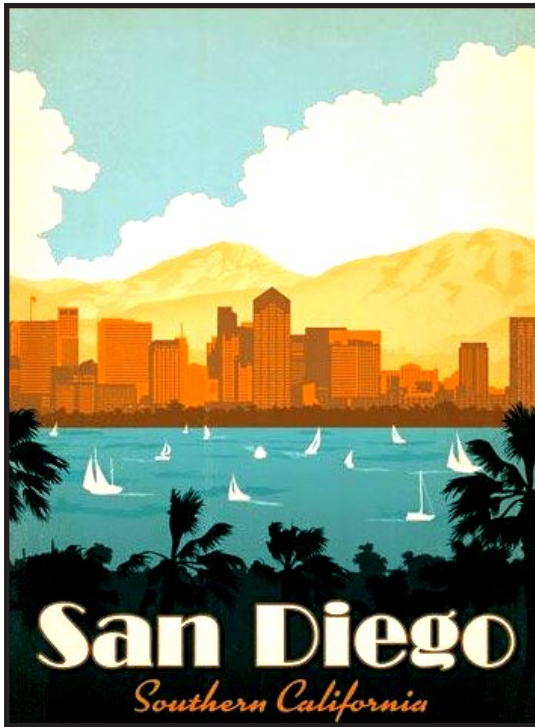
Washington D.C.

DCA: Washington D.C. Area (3rd Wednesday, Jan, Apr, Jul, Oct) - *J.R.'s Stockyard Inn, McLean, VA* - 540-338-4574

DCA: Williamsburg, VA (2nd Saturday 11:30) - *Victoria's Restaurant, VA* 757-585-2815

A Look Back

United Airlines and RUPA History



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10 years ago - Nov 2011

20 years ago - Nov 2001

rupanews

Journal of the Retired United Pilots Association

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Member Photos

Member-submitted layover and work-related photos



Our RUPA Table at [Sun & Funds](#).



IOE Complete. George Bustillo / LCA Dan Kurt.
22 Apr, 2015



L-R: David Grabb (RUPA), Cheri Krasovich (TK), Donna (sister of) Pam Brandenburger, DENFO at the [Sun & Funds](#) RUPA Table.



Editor *George E* and Pam Brandenburger, Mgr - DENDO Business Ops. at [Sun & Funds](#).



RUPArians Doug Hill, Rick Bebee and Ralph Ridge
at [Sun & Funds](#). by Yvette Dowell (DENTK)

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