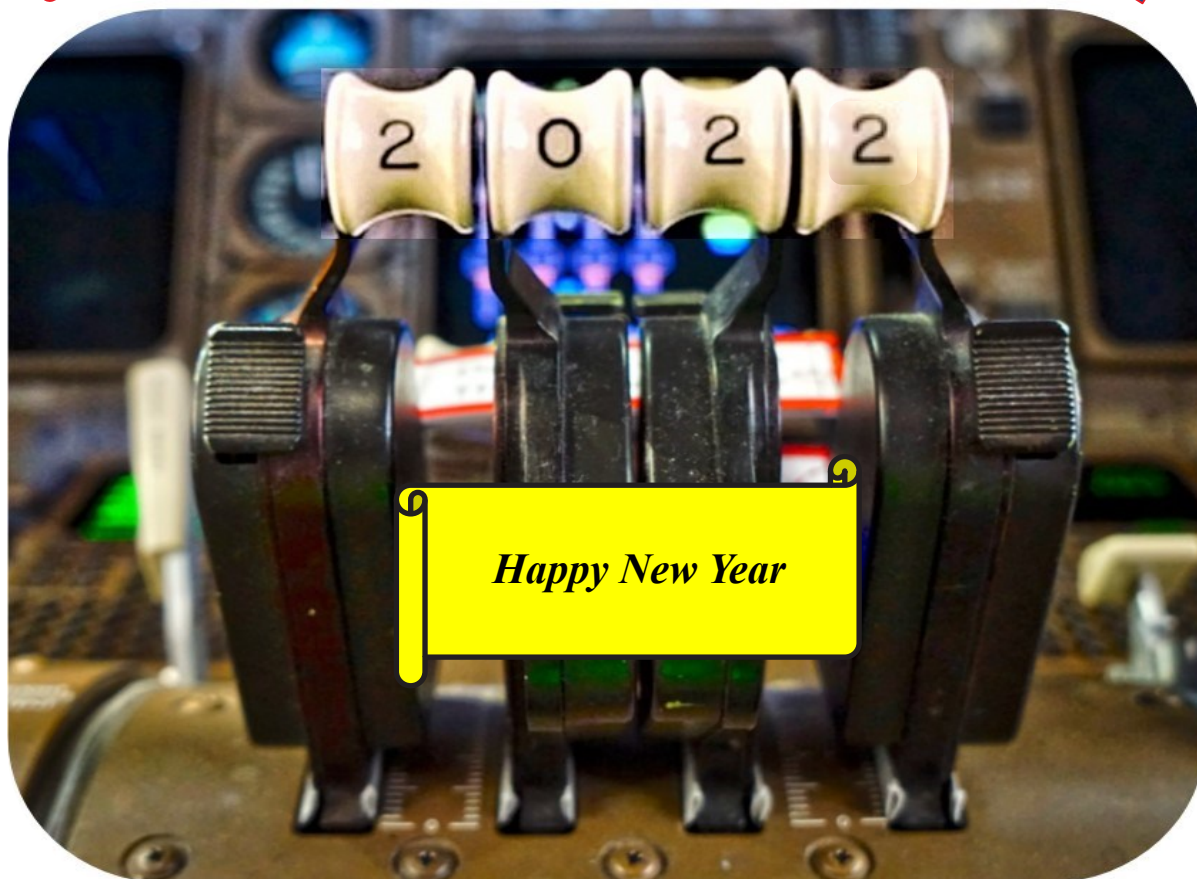


# rupanews



**Journal of the Retired United Pilots Association**



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To return here, click the  icon on the bottom of any page.

## IN THIS ISSUE

Member Photos	Page 2	Articles	Page 42
President's Letter	Page 4	Letters	Page 44
Vice President's Letter	Page 6	In Memoriam	Page 50
Secretary/Treasurer's Letter	Page 8	Flown West	Page 59
From the Editor's Desk	Page 9	Officers-Board-Chairs-Reps	Page 60
R & I Report	Page 10	Luncheon Information	Page 61
Travel Report	Page 12	A Look Back	Page 62
Luncheons / Local Reports	Page 14	Member Photos	Page 63
There I Was . . .	Page 41	Back Cover	Page 64

# Member Photos

Member-submitted layover and work-related photos



Klosterhof - FRA Dec 2012  
Crew Name: The Orange Door



Amman, Jordan. - Dan Romcevich



The Checkerboard @ Kai Tak.  
My Landing in HKG 1998. - Don Dugas



Crew Escort to Field Layover - PVG 2021



SYD Ramp



# NOTAMS

About the Cover . . . . . 747-400 Throttle Quadrant Welcomes 2022.

About the Back Cover . . . . . Rick Broome Art

**\_You should have received your 2022 RUPA Directory.**

**Run the Directory checklist immediately (Pg 8)**

**~ Volunteers Wanted Needed ~**

**Wingmen for Treasurer & Editor. Flown West sleuth and web geek.  
More information in "From the Editor's Desk" (Pg 9)**

**New Year's Resolutions:**

**Send photos to the editor**

**Mark calendar to send annual letter to the editor**

## 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](mailto:rupasectr@rupa.org) Or mail to: RUPA  
PO Box 757  
Stowe, VT 05672



# DUES

## How to pay your RUPA dues

Go to our website [www.rupa.org](http://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](mailto:rupapres@rupa.org)

### RUPA 2022



**Year 2022-** Who would have believed it? It seems like yesterday that we were worried about Y2K and here we are putting up the big numbers “2022” on life’s scoreboard. Speaking of big numbers, in mid-January, RUPA members **Captain Wayne Mooneyham, Captain Bill Rogalski, Captain Shawn Bickford** and I had the honor of attending [Col. C.E. “Bud” Anderson](#)’s 100<sup>th</sup> birthday party here in Auburn, California. Bud is the oldest surviving triple Ace from WW2 and a local resident.

At one point Bud shared the stage with his old high school friend [Dean “Diz” Laird](#). Dean is 101 years old, a former Navy pilot, and an Ace who shot down airplanes in both the European and Pacific theaters. Listening to those two senior fighter pilots talking about their flying exploits was a remarkable experience for all of the attendees. Col. Anderson remains active with book signings and presentations. His book; [“To Fly and Fight”](#) is a must read for WW2 history buffs.

**Captain Dan - Captain Dan Petrovich** flew his last revenue airline flight in early January and has joined us on the beach! I bet that uniform is already passing through the Cleaners for the very last time. Congratulations to Dan for completing a 37 year career at United Airlines. Dan will continue flying in G.A. and working as a Designated Pilot Examiner (DPE) for the FAA. We are very fortunate to have Dan on board as the Vice President of RUPA. I’m sure you’ll enjoy reading his article this month.

**Covid 19** - The RUPA Executive team decided to address the luncheon issues arising from the pandemic by issuing an eBlast in January. Basically, RUPA has no formal policy or position on Covid 19 or any other contagious diseases. Area Reps should follow state and local guidelines when setting up luncheons. If anyone, including the area rep is not comfortable in attending the luncheon, they should feel no pressure to be there.

**RUPA Reunion 2023** - I’ve been in talks with **Don Burbank** of [RUAEA](#) and **Marion Burns** of [RAFA](#) about a joint reunion of our three organizations in 2023. There are numerous advantages to a joint reunion which include seeing old friends from the other organizations, having the UAL benefit personnel attend, and developing “1 voice” for all retirees. I will be attending the RUAEA 2022 planning session in March to begin the process of learning how RUAEA organizes their reunions.

**Web GEEK** - We need a RUPA Web Guru! **Captain Jon Rowbottom** has been faithfully overseeing our website for several years and working with our paid consultant to add documents and upgrade the appearance. The RUPA website is hosted by SiteGround, a “WordPress” based website. We need someone to take over for Jon and move our website forward. This might require an occasional 1 hour per month of volunteer time with no programming skillsets required. Frankly, anyone that can load a Route page in the FMC and hack their way out of a holding pattern at JFK during rush hour is over-qualified for the job. There is no compensation for this work but we might be able to get you a uniform. Contact me at [rupapreswolfe@gmail.com](mailto:rupapreswolfe@gmail.com) if you’re interested and “someone”, please be interested.



Bud and Dean “Diz” Laird

That's it from the Command desk at RUPA central. I'll close with some words of wisdom from one of my senior pals; "See ya later buddy. Don't foul UP and Don't fall DOWN" !

Cheers

*wm*



Bud Anderson



# Welcome New Members

## New Member

Capt John P White  
 Capt Jose M Pascual  
 Capt James "Jim" W Hardie  
 Capt William "Bill" Thacker  
 Capt Bryon "Packman" Miller  
 Capt Dale A Hansen  
 F/O Thomas "Tom" K Wood  
 Capt Ronald "Ron" P Abel  
 Capt Michael "Mike" W House  
 Capt Larry D Hawkins  
 Capt Joel H Booth

## DOM

ORD  
 EWR  
 LAX  
 ORD  
 EWR  
 DCA  
 ORD  
 ORD  
 SFO  
 SFO  
 DEN

## Spouse

Lara  
 Joesi  
 Diane  
 Janis  
 Monika  
 Marilyn  
 Lynn  
 Cindy  
 Joy  
 JD

## Home

St. Charles, IL  
 Bishop, GA  
 Laguna Niguel, CA  
 Chenoa, IL  
 Tampa, FL  
 New Bern, NC  
 Duluth, MN  
 Bettendorf, PA  
 Mead, CO  
 Parker, CO  
 Parker, CO



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## **Vice President's Letter**

Dan Petrovich [rupavp@rupa.org](mailto:rupavp@rupa.org)

### **Looking Over My Shoulder and Looking into the Future**



As I stepped into retirement in January, I look back on the career that almost wasn't. Many of you remember me from 1985 when we shared a bond of brotherhood that will never be forgotten. I remember so many of you from those days and I am proud to be a part of such a great organization as RUPA. If not for the sacrifice so many made back then, all of us, United, and the careers of the current United pilots and other employees, would not be where we are today. The success in that battle to do the right thing led to where we are today with a bright future. Had RJ Ferris won his battle, the job would not be worth having. Thank you all for what you did to pave the road and leave a legacy of taking care of you brothers and sisters we all share the cockpit with. To take it step further, your efforts and sacrifice made for better lives for everyone throughout the industry. Think about it, \$75K for a captain, \$50K for an F/O, and \$25K for an S/O, really? What do you think might have trickled down to the other United employees after they decimated the pilot group? To take even a step further, think about how, like a cancer, that would have moved throughout the entire industry. To take it a step further, how devastating would it have been as the changes trickled down through society and the impacts on the U.S. economy when everyone in the airline industry had their wages so drastically cut. I, and pilots and employees throughout the industry, owe a great deal of gratitude to all of you who fought the battle and won. I would also like to take an opportunity to recognize and thank the Flight Attendants, Mechanics, and all the others who offered their unconditional support during those times.

As I move into the next phase of my aviation life, I've been taking a journey back in time by going through my logbook, and yes, I still keep one today. It's been a fantastic journey having worked with so many of you and flown to so many places. You all not only left a legacy, but you mentored me and our generation in the ways to be the best we can be as a United Pilots and Captains. You all gave us the skills, not only flying but human factors as we call it today, to pass on to the those we flew with. In my case, especially the on the OE's I happened to conduct over the years. I was also able to use those skills to benefit our fellow pilots in my roles on the MEC, as an FODM, and as a chief pilot. There are so many others from my time who also stepped up into leadership roles both in ALPA and United due in part to your mentoring. Pilots are viewed as the leaders in industry in so many ways. This is evidenced by a statement made by someone in aviation management not so long ago, "As the pilots go, so goes the airline."

The introduction of COVID into our world caused an upheaval throughout the world as we know it. United made some major adjustments to address this in a manner not seen before. As you all know, there was a dramatic shift in the culture here at United when Oscar Munoz took over the reins. The right guy, at the right time, stepped up to guide United and leave a legacy behind echoing Pat Patterson. He also went out to find the right guy in Scott Kirby to take over when he moved on. Never before have we seen a better time for United as we move into the coming decades. What Scott Kirby and the ALPA leadership did managing our operation through COVID set United miles ahead of the competition. A pay cut, snap-backs, and no furloughs broke the mold of the traditional method of handling cutbacks with furloughs and cuts to the bone. Unfortunately, the other airlines went the way of the past with a methodology that didn't work then and still doesn't work today. They are now playing the catchup game as United sprints way ahead. One of my regrets will be looking in from the outside as United forges ahead with 500 new aircraft orders, new destinations, tremendous hiring, Bio-Fuels, and on and on. Having said that (an MEC colloquialism), I pray and hope my generation of United pilots was able to fill the shoes and leave a legacy behind for the newer generation of United pilots as wonderful as you all had done for us. If we were as successful as you all, there's no holding back where United is going.

So, the journey through my logbook not only brought back many great memories but, it also opened up my thoughts and takes me into the future with hopes and prayers for all our United brothers and sisters. Scott Kirby says he wants to be "...the greatest airline in the history of aviation." In my humble opinion United is already a great airline and now has the opportunity to become even greater. It's the legacies of the United employees that helped to make this a reality. My hat is off to all of you for the parts you played in leading United down this path.

*Cheers,*

*Dan*



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## **RUPA Day at SUN-n-FUN 48<sup>th</sup> Annual Aerospace Expo Early Notice - Scheduled for Thus. Apr 7, 2022**

### **Lakeland Linder International Airport**



This is an early notice for the annual RUPA Day on April 7, 2022 for your planning purposes. This is an informal gathering for RUPA attendees, their families, friends, aviation comrades and anyone else who would like to see the air shows, static displays on the flight-line and vendors' products.

The OX-5 Club has graciously hosted our group over the years at their very convenient clubhouse (which they own) near the flight-line and food court. Traditionally, we do a group photo of the RUPA attendees at 1 pm which is submitted to the RUPANEWS. Last year in 2021 there were 24 attendees.

The web site, [www.flysnf.org](http://www.flysnf.org), provides all the latest on the one-week expo, although at this early point in time there still is information to be added. The Thunderbirds are scheduled to perform over the weekend of the expo although usually they practice on our RUPA Day.

Sun-n-Fun claims to be the World's Largest Event South of Chicago.

In the next issue of RUPANEWS more info on ticketing, the clubhouse and performers. Stand by for more details. Just show up for a fun day if you can, no RSVP, no meeting. ALL WELCOME!

Point of Contact: Dot Prose, Osprey, FL

Email: [prosed@yaho.com](mailto:prosed@yaho.com)

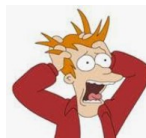
## Secretary / Treasurer's Letter

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



**Address change:** I still get letters with an address change. Takes time, costs money, makes me go to the post office.

Better idea! Go to the [rupa.org](http://rupa.org) home page and select "[To submit a change of address](#)". Under *NEW Address* and *Address Type*, select *Permanent* or *Snowbird* from the dropdown menu. It's faster, less cost, more efficient and keeps me from having to go to the post office



**Dues:** I still get checks. Aarrghh!

If you must, or don't trust these new-fangled computers, OK.

Otherwise, go to the [rupa.org](http://rupa.org) home page and select "[if you would like to pay dues](#)".

Fill that out and note that the numbers do not want a \$ sign. Just the amount.

Add a donation if you want. REMEMBER: Do Not enter a \$ sign.

The small check box below that lets you select automatic recurring annual payments.

NOTE: Any donation will recur as well.

"[Pay now](#)" takes you to our secure credit card service providers website. Enter your information.

NOTE: Expiration date wants 4 digits as in 0121, not with a slash as in 01/21.

It's simple and you get a receipt that it's been paid, and I get your current information to compare to the database information we have. Very useful for me.

If you pay dues and have moved, I'll see the new address and can update your record. Same with email address and phone number!

**Directory:** If you're reading this then you probably got last month's Directory. By now you've checked your information to be sure it's correct. The most common problem is phone number. Some of us have a landline but only a few actually use it. So let me know which number you want to be primary. If you tell me I can fix it and it will be in the directory next year. Spouse can be a sensitive entry. I feel bad when I find out that the spouse's information wasn't included or that the member lost his spouse and we didn't know, etc. All these changes can be sent from the website through the [change of address](#) selection. We want it right and so do you!

**You should have received your 2022 RUPA Directory.  
Run this checklist immediately.**



### RUPA Directory Validation Checklist

Personal data . . . . . Verify.

- If correct . . . . . Checklist Complete.
- If incorrect . . . . . Update.
  - Caution - Review common error in article above
  - Online: <https://www.rupa.org/change-of-address/>
    - Checklist Complete
  - Manual backup: [RUPASecTr@rupa.org](mailto:RUPASecTr@rupa.org)
    - Checklist Complete





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## From the Editor's Desk

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



Happy New Year fellow RUPArians.

The February issue is a bit different than the March through December issues. Since the January issue is the annual member directory, the February issue contains what would have been in a regular January issue along with the normal February issue. To keep the page count manageable we have to cut back on the *Articles* and *There I was*. . . Stories. However, don't declare an emergency yet; they'll be back in March.

Scams, Spams and Phishing is getting worse and worse. More and more coming via text messages. More about that next month too. Stay vigilant.

### ~ ~~Volunteers Wanted~~ Needed ~

**Wingmen Positions** - The editor and treasurer positions are single pilot operations with no reserve crew. If either John or I are out of commission there isn't a backup. We need wingmen to have a working knowledge to fly the plane if necessary. Landing safely is a plus. LOL. There will be no PC.

- **Editor Wingman** - I produce the monthly *RUPANEWS* using Microsoft Publisher. It's a cousin the MS Word and is basically a transition course if you're familiar with Word. When Cleve handed me the stick, it came with a template. I've simply added to it, including all the instructions that I use to assemble the magazine. Long live the template! Give me a shout if you're interested. [rupaeditor@rupa.org](mailto:rupaeditor@rupa.org)
- **Treasurer Wingman** - John Rains keeps the financials and the RUPA database. He uses Microsoft Excel and Access. Got an eye for figures? Give John a shout. [rupasectr@rupa.org](mailto:rupasectr@rupa.org)

**Flown West sleuth** - I take the Flown West section of the *RUPANEWS* very seriously. I want to give those who have flown west the respect they deserve. That respect is by having accurate info.

We get flown west input from several places. Mostly it is sent to John Rains or myself in emails. However, we also get input from the ALPA magazine and UAL-related forums. Many times the source is only a name and no other data and this is what we have to sleuth out. Google is your friend with this as are other RUPArians.

So if you are a Nancy Drew or Hardy Boy sleuth-type, email me. I have an Excel spreadsheet ready for you. [rupaeditor@rupa.org](mailto:rupaeditor@rupa.org)

**Web geek** - President Don mentioned this in his President's Letter. The web geek is our interface with our webmaster. Contact Don if interested. [rupapres@rupa.org](mailto:rupapres@rupa.org)

**eBlast engineer** - Currently, I (*Editor GeorgeE*) am the eBlast Coordinator. I am looking for a backup. Each month I send an eBlast to announce the *eRUPANEWS* is available and there are maybe one or two additional eBlasts after that. Ping me if interested. [rupaeditor@rupa.org](mailto:rupaeditor@rupa.org)

Take care,

*Editor GeorgeE*



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

Watch out for this when you get your Social Security checks. Yes, we got a 5.9% cost of living increase on Social Security, but the deduction for Medicare wipes a lot of that out. Also, this may partially explain why our Aetna Medicare Advantage premiums are rising.

[This article is from CNBC](#)

## **Medicare Part B premiums for 2022 jump by 14.5% from this year, far above the estimated rise in cost**

PUBLISHED FRI, NOV 12 2021 6:00 PM EST

Sarah O'Brien

### **KEY POINTS**

The standard premium for Part B will be \$170.10 next year, far above the earlier estimate of \$158.50.

The jump is attributed to several different factors.

The deductible for Part B will be much higher as well.

The standard premium for Medicare's outpatient care coverage will jump by 14.5% for 2022, far outpacing an earlier estimate of 6.7%, according to the government.

The standard premium for Part B, which covers outpatient care and durable equipment, will be \$170.10 next year, up \$21.60 from \$148.50 this year, said a senior official for the Centers for Medicare & Medicaid Services on Friday. The program's trustees had estimated this summer that the premium would rise to \$158.50.

The deductible for Part B will be \$233, up \$30 (14.8%) from this year.

The bigger-than-anticipated increase is partly attributed to rising prices and utilization across the health care system and congressional action that limited the increase in the 2021 Part B premium.

Additionally, contingency reserves have been increased to account for potential new treatment costs incurred by the program.

Meanwhile, the deductible for Medicare Part A (hospital coverage) per benefit period (which generally starts when you are admitted to the hospital) will be \$1,556 in 2022, up \$72 from this year's \$1,484.



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**From one of our members:**

I got a real eye opener about what the government subsidizes Medicare with, and then I did a Google search and found, among other things, ***“The higher payments for Medicare Advantage — \$11,844 per person in Medicare Advantage vs. \$11,523 in traditional Medicare in 2019 — have led to higher federal spending than would have occurred under traditional Medicare and higher Medicare Part B premiums paid by all beneficiaries, including those in traditional Medicare.”*** From the Kaiser Family Foundation (KFF).

The KFF report went on with, ***“The Medicare Advantage spending includes the cost of extra benefits, such as vision, dental and hearing coverage that are funded by rebates and not covered for beneficiaries in traditional Medicare. The extra benefits have likely contributed to years of steady increases in Medicare Advantage enrollment, which reached 22 million in 2019 (36% of all beneficiaries) and 26 million this year (42%)”***

Of course, we don't have vision, dental or hearing coverage, other than a stipend for hearing aids. Remember, United's health plans are self-insured, and UAL pays Aetna \$30 a month per person for them to administer the plans.

I assume that the government is subsidizing the UAL Advantage plans with about \$1,000 per person per month, and we're paying \$249 per person per month. The difference, about \$750 per month, appears to be what UAL pays our providers for medical care...if we actually have claims. This would explain how some Advantage plans out there can provide coverage with \$0 premiums, such as one of the ALPA Aetna plans.

Next month, in March, I'll be making a large claim for hip replacement surgery. I'll let you know if I encounter any snags with this year's United Aetna Medicare Advantage ESA PPO Plan.

Here's to a healthy 2022 so you don't have to worry about using our medical plans!

**From another member:**

I thought this might be of interest to some of our RUPA members. - *Eric Malm*



Anyone with prior military service is entitled to VA burial benefits to include gravesite, gravestone, etc. at no cost. In order to streamline this process for heirs the VA provides an application for eligibility and will provide a pre-need eligibility letter and case number that will make things easier when needed. This is available for both the veteran and spouse. Since current needs are filled first it takes a couple of months after application to receive the eligibility letter. Information is available on the following link:

<https://www.va.gov/burials-and-memorials/pre-need/form-10007-apply-for-eligibility/introduction>

*Bob Engelman*

RUPA R & I



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



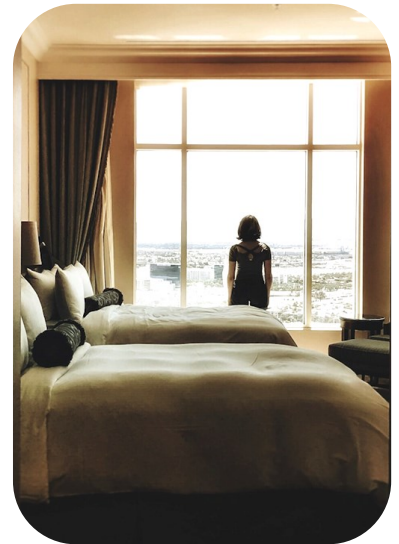
# Travel Report

Retiree Travel information

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

Feb 2022

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



## Covid Travel Insurance, a new requirement for traveling overseas. And what you need to know if you test positive while overseas.

### Covid Travel Insurance:

Many countries are now requiring proof of travel insurance before entry into their country. The insurance must cover all covid related treatment, and many countries require the policy to cover quarantine costs. Most of these countries also stipulate a minimum insurance amount. Some countries require you to purchase specific policies from insurance companies from their own country in order to make sure that the policy you have meets that country's requirements.

For airline employees and retirees the cost of these policies are remarkably low because these policies are designed for the general public and the cost is based on how much money you would lose if you couldn't make your flight or lost your deposit on your hotel. But since most of us travel standby and have access to hotels with minimal or no cancelation penalties, the cost for a policy for us is much smaller.

Fortunately there are three web sites that will compare travel insurance policies:

- [travelinsurance.com](http://travelinsurance.com)
- [insuremytrip.com](http://insuremytrip.com)
- [squaremouth.com](http://squaremouth.com)

The most important thing for standby travelers is to ensure we have coverage for quarantine if we test positive before departing the other country for home, which could run a couple of thousand dollars without insurance. Some policies will only cover the person who tested positive and no one else in your family. So if you have to isolate but the others in your family don't have toothy may not cover their accommodations while waiting for your quarantine to end.



Not all who wander are lost

---

If you're going on a cruise, make sure you have Covid travel insurance in case you test positive before leaving from the US and have to cancel your cruise.

Coverage on these policies varies widely so it's important that you read the fine print and include in your due diligence a call to the website asking if the policy includes coverage for the cost for quarantine, who it covers and doesn't cover, and what the exclusions are if any. There are hundreds of policies, some great and some terrible. These websites will help you navigate them.

Remember when UAL and ALPA negotiated the pilots' disability plan several years ago? There was a provision that you could not opt out unless you first had a meeting with a flight manager. The reason? It was such good deal ALPA wanted to make sure you hadn't lost your mind by wanting to opt out. Well it's the same here. if you opt out of getting Covid travel insurance expect a call from me to make sure you haven't lost our mind. Just kidding.

### **What you need to know if you test positive while overseas.**

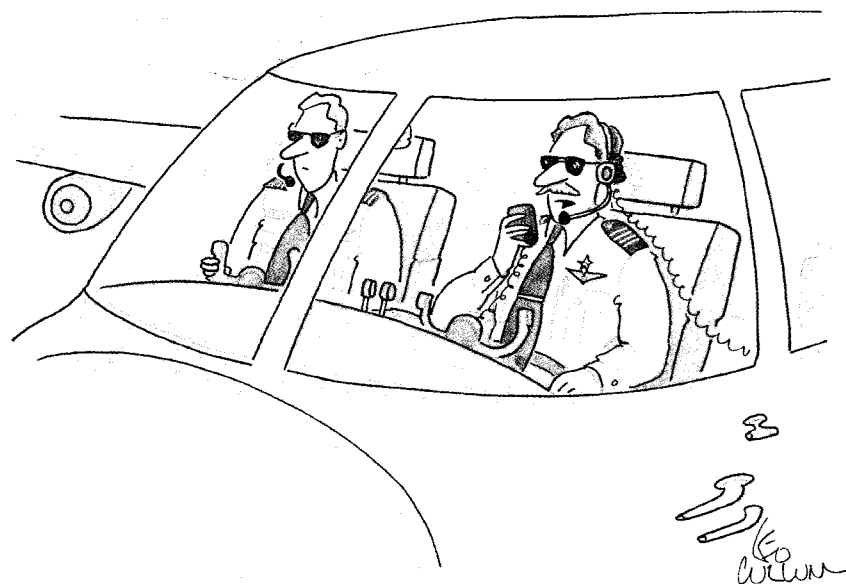
The quarantine period varies from country to country. Before you travel overseas, read the country specific Covid information listed in the State Department website <https://travel.state.gov/content/travel/en/traveladvisoriesCOVID-19-Country-Specific-Information.html>

This website has comprehensive information including entry and exit requirements for every country in the world. **It is imperative that you read the fine print including any website links listed !**

### **Checklist:**

1. Buy a comprehensive travel insurance policy. The cost after testing positive can be expensive if you don't have good coverage.
2. Make sure your policy has adequate "trip delay coverage." Trip delay benefits in certain policies generally cover or reimburse additional accommodations for quarantine, meals, phone calls, and local transportation for those who need to isolate. But policies only cover a certain amount each day (the amount can be selected before purchase) so travelers might need to make up the difference.
3. Use a credit card with a high spending limit. Even with insurance you may have to pay up front and file for reimbursement later. And keep copies of everything including quarantine orders if available.

*Be safe.*



*"The flight time today is five hours in first class and twelve and a half in coach."*

## *Luncheons / Local Reports*

Check the Luncheon Information page for your area

### **SFO North Bay Group - Dec 2021**

The North Bay group met on December 1st at Cafe Bellini in Petaluma. A lively turnout with lots of interesting table talk. Guest **Jim Fletcher**, an active pilot in transition to a 787 left seat, gave us a great rundown on life at the present day United. The airline seems to be in good shape and has opened a pilot training school in Goodyear, Arizona to train future generations of pilots. Being that time of year we gathered up a collection of toys for the Toys for Tots drive and there will be some happy children on Xmas day.

We meet on the first Wednesday of the month at Cafe Bellini, 100 S. McDowell Blvd. in Petaluma. 11:30am meet with a sit down at 12:00 noon, usually done before 2:00 pm.

January 5th is the next date. Mark you calendar, come join us. All are welcome.

*Per Ardua,  
Barney*



L-R: Jules Lepkowsky, Bob Billings, Gary Koverman, Larry Whyman, Kathleen Billings, Cathy and Ross Sagun, Carol and John Reed, Mike Gaylord (retired UAL mechanic), Rick Saber, Barney Hagen, Jim Fletcher (active pilot).

### **United Airlines Pilots Retirement Foundation**

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

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## SFO - East Bay Group - Dec 2021

The second Wednesday of December was on the eighth, one day after Pearl Harbor Day. Only two of us were old enough to remember that day back in 1941. December seventh is well remembered in our area as we are very close to [Mount Diablo](#), for atop its peak sits a navigation beacon. Prior to WWII the beacon could be seen as far out to sea as 100 miles and aircraft coming across the Sierras could spot it as well as aircraft coming from far to the north and south. After the attack on Pearl, the beacon was shut off so the Japanese could not use it for an attack on the Bay Area. Now-a-days it is only lit on Dec. 7th as a remembrance. As an aside, Mount Diablo has a remarkable visual prominence for a mountain of such low elevation. It rises up out of the bay area delta and can be seen for miles around and is used as the reference datum for land surveying in much of northern California and Nevada.

We met for the first time at the [Black Bear Diner](#) in Danville and the decision made by those in attendance was to return for future luncheons. We had a room all to our self's so we could be as loud as we wanted and not disturb others. Our Super Senior member, **Bernald Smith**, will tack on another year as he will be 95 shortly. To celebrate, we all took part in a desert sampler and wished him well. We hope all of you in RUPA had a Merry Christmas and a Happy New Year.

Our future luncheons will be held at the [Black Bear Diner](#), 807 Camino Ramon at 1:00, on the second Wednesday of each month.

*Submitted by*

*Rich Bouska*



CW around the table: Georgia Bouska, Lee and Shirley Francis, Bobbie and Charlie Ward, B.S. Smith and his driver, Tammy and Neil Dahlstrom, Jerry Udelhoven and Rich Bouska.

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## SAC Valley Gold Wings Christmas Party - Dec 2021

What a great time we had at our 2021 Christmas party. We had a tremendous gift raffle with everyone receiving something of significance.

*Still Flying High*

*John*



Jerry and Ann Blalock



Bill and Rosemary Authier



Kathy and Bob Lynch



Barbara and Andy Fossgreen



Trudy and Lance Engeldinger



Terry and John Petts





Joan and Wayne Mooneyham



Don Wolfe (Wolfman)



Bruce and Liv Milan



Debbie and Marv Alexander



Jim and Mary Harty



## SAC Valley Gold Wingers Christmas Party (Continued)



Karl Winkelbrandt and Joni Cordero



Lori Muir and Dave Ulm



John and Sharon Gorczyca



Kathy Cotter

### Me and Maturity

1 of 9

Today at the drugstore, the clerk  
was a gent.  
From my purchase this chap took off  
ten percent.  
I asked for the cause of a lesser  
amount;  
And he answered, "Because of the  
Seniors Discount."

2 of 9

I went to McDonald's for a burger  
and fries;  
And there, once again, got quite a  
surprise.  
The clerk poured some coffee, which  
he handed to me.  
He said, "For you, seniors, the coffee  
is free."

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## SFO Bay-Siders - Dec 2021

We had our annual Holiday luncheon at noon, December 14th, at Harry's Hofbrau, 1909 El Camino Real, in Redwood City. Harry's is the perfect venue for fall festivities such as Halloween, Oktoberfest, Thanksgiving, and Christmas holidays. They have the best fall and Christmas decorations as should any self-respecting hofbrau house. This was evident in the crowds of people waiting in line. We shifted our lunch time to noon. The line was actually shorter at 12:30, when we joined the waiting line.

Our group of seven had spirited conversations along with the great food. We wondered how much less contentious the 80's would have been, if Munro and Kirby were the CEO's as opposed to Ferris. Up coming cruises were discussed. Christmas holiday plans were discussed, with no one planning to fly over the holidays.

No picture this time. Our group included **Gery Deliste, Rich Erhardt** and **Cyndi Schwager, Carol Gillett, Barry Hamley, Bill Klett, and Keltie Morris.**

Come join us the second Tuesday of the month at 12pm.

*Rich Erhardt*

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## RNO - Reno's Biggest Little Group - Nov 2021

The group voted unanimously for the Waldorf at UNR for our next lunch. I think it had something to do with the Airline Discount.

*Jim*



L-R: Jim Nugent, Tom Tabor, Pat Flanagan, Jim Whiteley, Don Merucci, Gene Lamski, Gary Dyer, Cort de Peyster, Len Bochicchio.



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## Seattle Gooney Birds - Dec 2021

The December SEA Gooney Bird lunch group enjoyed a special Holiday treat: a donor who asked to remain anonymous, picked up the entire lunch tab for pilots and spouses. Our thanks for that festive gesture!

As usual, hangar flying was widely varied with plenty of humor in the mix. A thumbs up to **Carolyn Curtice** who brought bags of Christmas delights to everyone and got the lunch started on a high note.

The Seattle Gooney Birds extend to everyone wishes for a Merry Christmas and a wonderful 2022.

*For The Flock*

*Hank Kerr*



Spouses L-R: Mary Breivik and Margie Reid.



Pilots Sitting L-R: Cindy Feuerstein, Carolyn Curtice, Doug Whitworth, Alex Dunn, Gerry Ackerson  
Standing L-R: Doug Postelwait, Jack Breon, Phil Scott, Bob Reid, Hank Kerr, George Brown, Jim Barber.

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## San Diego Co Group - Dec 2021

It was a rainy day here in San Diego so we had to sit inside for lunch today. We ate at our usual restaurant, "The Landings" at Carlsbad Palomar Airport. Food was great!!!

The WX was at or just above minimums so we saw a few Biz Jets try their luck at landing but with low ceiling and strong, direct crosswinds the 4 jets we heard had to go around. Brings up memories of having to fly to the alternate and spending the night at a hotel or city we didn't want to end up. Good to be retired.

By the end of lunch, the WX became a bit more friendly and there were a few arrivals.

The rain was coming down hard on the way to lunch and most of us really didn't want to be driving a car, let alone an airplane. **JP** left his airplane at his hanger this time and drove.

**Brad+Rhoda** are spending a few days in Cancun with friends. I guess they really missed the excitement here in San Diego and didn't get to enjoy the strong winds and pouring rain. Of course, sitting on a warm beach in Cancun with a margarita isn't bad if that's all you got!!

**Scott Becker** tied up some business back East and now when he has time, we meet at our train club to work on and run model trains. Great way to get away into another world. **Molly** couldn't believe the pictures of the club's layout and she plans to come by for a tour. If anyone's visiting North San Diego stop by and run some N scale trains.

With Christmas coming up, we'll be busy here like everyone else getting ready for the Holidays. I'm guessing "I think I ate too much" will be heard "loud and clear"!!

Well, from all of us here in San Diego,

Happy Holidays and we'll see you next year.

*Mark*



L-R: Scott Becker, Scott+Molly Herman, Mark+Susan Mayer, JP Jones and Colin Winfield.

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## Las Vegas High Rollers - Dec 2021

My wife, **Jean Ann** missed her first lunch as she was sick as a dog all night and **Ernie Yosimoto's** wife went into ICU 2 days prior. Ernie's wife should be OK.

Have a great Christmas season and an even better 2022 *Jack*



L to R: Klaus Mueller, Mike Sanders, Russ Stark, X Ecker, Curt Guess & Jack Donahue. Graham Norris came later and missed the photo, but not a libation and lunch.

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## JAX - Florida First Coasters - Dec 2021

Another wonderful luncheon for the Florida First Coaster's. We dined at the Palm Valley Outdoor's, a waterfront restaurant with plenty of choices of fresh seafood. Of course, it didn't even compare to those gourmet lap meals.

We are now certainly lucky folks. This is some of what retirement is all about. Story tellers who gather an appreciative audience who understand our everyday acts of bravery and superior skill to "save the day". Maybe some levity to embellish our everyday acts of heroism. Yes, we have had wonderful careers which we now can relive with our friends and partners. Also, we are able to stay at home and celebrate some of those missed holidays. We will never be able make up for all we missed, but it helps. So now we say, "Happy Holidays" and share with friends and families.

*Jim Peterson*



L-R: Chrispy Peterson, Randy Cheshire, Chris Cheshire, Laurie Reeves, Berny Foerster, Jim Peterson, Carol Gander, Bill Gander, Jerry Bradley.

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## CLE - Cleveland Crazyies - Dec 2021

At our November luncheon we decided to have a Holiday Dinner in December and not our normal luncheon. Dick Sanders arranged a dinner for our group at The Berea Depot in Berea, Ohio. The Depot is an old railroad station that is now a wonderful restaurant. We had our own private room, the service was perfect, and the menu choices were perfect. We had seventeen members, wives and guests enjoying the location and dinner.

After dinner, Dick Sanders brought greetings from **John and Joann Pinter**. **Dick Sanders** read us a Christmas poem and **Phil Jach** had a joke for us. Our January luncheon will be back at Lager and Vine on Thursday, January 20, 2022 starting at 1:00 pm.

Cheers, *Phil*



Standing L-R: Phil Jach, our server Abbi Wood, Linda Jach, Dawn Lang, Bob Lang, Joe Getz, Vickie Getz, Mary Serpentine, Teri Holmberg and Mike Holmberg.

Sitting L-R: Dick Sanders, Mary Lou Sanders, Elizabeth Olsen, Rich McMakin, Carol McMakin, Bob Olsen, Jim Burrill and Monica Burrill.

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## DEN - Denver Good Ol' Pilots - Den 2021

On December 8th fourteen Good Ol' Pilots and guests met for lunch at The Golden Corral Buffet and Grill in Aurora. **Ted Wilkinson** our meeting coordinator opened the meeting after lunch with some humor. This month there was no significant news from our membership. Our turnout was light perhaps partly due to renewed COVID concerns. Also, we had reports from several regular attendees they were busy with family activities. We welcomed as guests **Judy Meyer** widow of **Fritz Meyer** and **Gail Walker** widow of **Casey Walker**. Both are former Flight Attendants. Gail is the recent past president of *Clipped Wings* Members at Large and Judy, who is actually a retired United Flight Attendant, is President of the *Denver Chapter of Clipped Wings*.

We are without a picture this month but have several individuals who have agreed to do the photography on months when they attend.

Attending: **Rick and Gayle Bebee, Ray Bowman, Dick Grant, Al Harnick, Mark McGurk and wife Sue, Mark McClure, Frank McCurdy, Judy Meyer, John Penny, Gail Walker, Ted and Rose Wilkinson.**

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## DCA - Leesburg - Dec 2021

The DCA chapter of RUPA enjoyed a great breakfast and get together, Friday Dec 3, 2021...as usual on the First Friday of the month, at the IHOP restaurant in Leesburg, VA.

We always enjoy these rendezvous...join us in January!

*Stokes Tomlin*



L-R: Roy Liggett, Gene Couvillion, EK Williams, Sim Stidham , Gary Cook, Jim Turner, Dave Anderson and Bill Davis....Stokes Tomlin was behind the lens.

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## DCA - Manassas - Dec 2021

Happy Holidays and a Merry New Year from the Manassas RUPA Breakfast group.

We had a jolly old time with everyone sharing their Christmas wishes.

**Rory** and **Cathy** were on their way to the Council 11 retirement party and offered to inform the retirees of our local group.

*Gene Couvillion*



L-R: Gil Coshland, Don Reinhard, Sim Stidham, Billy Davis, Gene Couvillion, E.K. Williams, Rory Kay, Cathy Berdahl.



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## FLL - Ham Wilson S.E. Florida Gold Coast - Dec 2021

We had a great lunch today and yes; we were able to pull two tables together and get everyone essentially at one large table. You would've enjoyed the conversation today and we covered pretty much everything from soup to nuts and some people actually had the soup, and the restaurant says they do serve nuts and that's why they let me in!

Our next lunch will be at the same location at Galuppi's at the Pompano Beach airport and the golf course and it will be on January 13, 2022 (2nd Thursday) which sounds like a long way off, but it's actually just next month.

It was a challenging 2021 and I'm pleased to say that we had a lunch every month and will continue to do so unless something gets in our way.

We were pleased to welcome a few guys back and would love to see some of you in the near future. April took good care of us as she always does and look forward to seeing her and you all next month.

*Jim*



CW around table: Bart Rolph, Paul Livingway , Bill Garrett, Denny Keast, Jim Morehead, Bob Senderoff, Lyn Wordell, Mark Strasfeld and Rich Farmer.

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## DCA - Leesburg - Jan 2022

January 7th brought a stand-still to I-95, 5 inches of snow over ice to my driveway and "iffy" conditions to others, so our IHOP Breakfast group was a solo **Roy Liggett**. As one would expect, the Chief found his way and offered a salute to all of us who were unable to get out. Next Leesburg Breakfast is February 4th, mark your calendar.

We were notified Jan 5th that JR's, our venue for the January Quarterly Luncheon, has closed. We will be looking for a new restaurant for the April Lunch and let you know.

*Stokes Tomlin*



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## KOA - Big Island Stargazers - Nov 2021

Sadly, our group experienced the recent loss of two of our members: Retired pilot **Bill Graham**, who was an active freediver in Kailua-Kona, passed away suddenly in October. Plans were made to hold our November luncheon in Hilo in order to visit with **Gerry and Joan Baldwin**. Joan's health prevented them from traveling to Kailua-Kona for our monthly get-togethers. Gerry was able to attend the Hilo gathering, but we were deeply saddened to hear that Joan passed away two days prior. Our thoughts and prayers are with the Graham and Baldwin families.

As the holiday and winter seasons approach, Hawaii is on the radar for many travelers and hotels and tours are booked out for several months. If your travels bring you to the Big Island, please join us on the third Thursday of the month at The Fish Hopper Restaurant in Kailua-Kona.

*A hui hou... Linda Morley-Wells*



Back Row L to R: Gerry Baldwin, Linda Morley-Wells, Walt Wells, Ebby & Lex Pinson, Mary O'Neill, Sam Wilson, Linda & Bill Hayes, Richard Morley, Jim Wilder.

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## MRY - Monterey Peninsula - Dec 2021

The Monterey Peninsula RUPA chapter gathered for a Holiday lunch in December at a new location for us, the Tehama Golf Club. It was a great turnout, and everyone thoroughly enjoyed the venue, and we hope to repeat it next year. Our entertainment consisted of us sharing some great stories and we conducted one small contest awarding a bottle of wine to Judy Quintana, the winner. The wine was "Fighter Pilot Red", a decent Zinfandel from Paso Robles.

Our group photo goes out to all Ruparians wishing one and all a Happy Holiday and Happy New Year.

*Steve Filson for Phyllis*



L-R: Wayne Aleshire, Diane Emerson, Joan Peak, Yvonne Torrez, Steve Filson, Jane Rowbottom, Phyllis Cleveland, Judy and Carlos Quintana, Terry Huggins, Cheryl and Ken Bohrman, Mike Donnelly, Barbara Meck, Jon Rowbottom, Nicola Torchio, Pat Manning, Aaron Epperly, Mary-Lynne Donnelly, Sunee Jines, Sharon Nelson and Grant Wrathall.

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## LAX - Los Angeles South Bay - Dec 2021

We gathered at Mimi's restaurant where our lovely waitress, **Maria**, met us with smiles and hot coffee on this cold day that was supposed to have rain. Rain didn't arrive, but a nice lunch with good conversation did. Catching up on health, holiday plans, remembered favorite layovers, and jokes helped time to speed by until clean plates meant saying goodbye until next time.

*Sharon*



L-R around the table :Saron Crawford, Adrienne, Loyd Kenworthy, Arvi and Sue von Nordenflycht, Susan Tyree, Mary and Ron Matsuda and Don Crawford.

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## KOA - Big Island Stargazers - Dec 2021

It was great to see most of our members at the December luncheon, and talk story centered around the upcoming holidays. We welcomed our newest member, Captain **Dennis Tatti**, who recently retired off the B787 at SFO and is a full-time resident in Kailua-Kona. Over the past seven years, The Fish Hopper has provided us with wonderful service, food and beverages. We presented **Manager Kathleen** with a lei and expressed our gratitude for the restaurant's generous support of our monthly luncheons. If your travel plans bring you to historic Kona Village, please join us on the third Thursday of the month down on the waterfront.

*A hui hou...Linda Morley-Wells*



L-R: Beth Raphael, Gerry Baldwin, Linde & Al Rimkus, Lex Pinson, Jim Wilder, Gigi & Richard Morley, Ebby Pinson, Linda Morley-Wells, Walt Wells, Bill & Linda Hayes, Dennis Tatti.

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## PDX - The Columbia River Geezers - Dec 2021

We moved our normal lunch meeting up one week in December to try to put a little more distance between RUPA and Santa.

Seven of the regulars showed up for good lunch and lots of catching up. **Tony** thinks his recall to Intel's flight department is coming soon, though he is not looking forward to yet another requal.

**Doug Howden** is wanting to get back on the road after two years of Covid restrictions but acknowledges it will probably be a while.

**Mac McCrosky** told some great stories about the [Convair CV-340](#) era when he was new at UAL.

**Dick Ionata** keeps close tabs on a lot of military and civil aerospace issues and keeps us all current.

**Denis Coates** shared his good news/bad news issues from his hangar. "frankencub" is coming along well, and he is prepping the fuselage for covering. Bad news is his Maule is filling its oil filter with unidentified bits of engine metal. Still smiling, though.



**Rusty Harrison**, our resident professional photographer took this month's photo as our server was slammed. He chose the wide-angle lens. Denis is really only half as wide as he appears in the picture.

*Steve Barry*



L-R: Tony Passannante, Doug Howden, Mac McCroski, Steve Barry, Dick Ionata, Denis Coates. Rusty Harrison responsible for photography.

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## RNO - Reno's Biggest Little Group - Dec 2021



L-R: George Hemminger, Cort de Peyster, Gene Lamski, Dean Shuff, Lyle U'Ren, Jim Whiteley and Gary Dyer.

The group is back at the WALDORF by popular demand. They canceled my executive order to move to a different restaurant. I thought they would like going back to the old place.

*Jim*

## SMF - SAC Valley Gold Wingers - Jan 2022

We had a small but intimate Goldwinger Luncheon at the Folsom Cliff House. All the spirits and enthusiasm were extremely high as we proceeded into the new year. We had a few Covid recovered individuals join us. It is good to know that recovery is possible after being infected by this terrible disease. There are some individuals, however, that are not so fortunate.

It was reported that a husband and wife went to the grocery store and the wife was arrested for stealing a can of peaches. The judge pronounced that he was going to give her a day in jail for each peach she stole. As it stands, there were five peaches in the can. The husband piped up at the hearing and said she also stole a can of peas. Ha ha! Such love in life among our RUPArians.

Not many of our group have made plans to travel as the omicron variant has curtailed such thoughts. Stay at home is now the most prevalent daily activity. As a result, our alcohol sales have skyrocketed.

Needless to say, Happy New Year to all. Let's toast to yesterday's achievements and tomorrow's bright future. Wishing all the RUPA members health, wealth and happiness in the New Year ahead.

*Still Flying High Here, John Gorczyca*



Front L-R: Rosemary Authier, Bill Authier, Jerry Blalock, Tom Dunipace, Deb Dunipace.

Middle L-R: Sean Blalock, Kathy Cotter, Kathy Lynch, Bob Lynch, Trudy Engeldinger.

Standing L-R: John Gorczyca, Shelby (Our waitress), Gary Webb, Anne Blalock, Jenny Kallio, John Kallio, Sharon Gorczyca, Karl Winkelbrandt, Joni Cordano, Andy Fossgreen.

(3 of 9)

Understand---I'm not old---I'm  
merely mature;  
But some things are changing,  
temporarily, I'm sure.  
The newspaper print gets smaller  
each day,  
And people speak softer---can't hear  
what they say.

(4 of 9)

My teeth are my own (I have the  
receipt.),  
and my glasses identify people I  
meet.  
Oh, I've slowed down a bit...not a lot,  
I am sure.  
You see, I'm not old...I'm only  
mature.

## SFO North Bay Group - Jan 2022

The January lunch for the North Bay group had a small but lively turnout. We numbered six in all and all shared in the tall tales. **Rick Saber** is setting up for a cruise to Antarctica so when that is said and done the travelog will make for an interesting afternoon. Stay tuned.

This north bay area is experiencing a surging bug, as is the rest of the country, so we may have to postpone some future meetings. Once again, stay tuned and watch for the e-mails.

When we do meet, we are at Cafe Bellini, 100 S. McDowell Blvd. in Petaluma. First Wednesday of the month, gather at 11:30 am with a sit down of 12:00 noon and when the smoke clears we are out the door around 2:00 pm or a bit sooner.

Come join us. All are welcome.

*Per Ardua*

*Barney*



L-R: Gardner Bride, John Reed, Mike Gaylord (retired UAL mechanic),  
Don Booker, Rick Saber, Barney Hagen.

(5 of 9)

The gold in my hair has been  
bleached by the sun.  
You should see all the damage that  
chlorine has done.  
Washing my hair has turned it all  
white,  
But don't call it gray...saying "blond"  
is just right.

(6 of 9)

My car is all paid for...not a nickel is  
owed.  
Yet a kid yells, "Old duffer...get off  
of the road!"  
My car has no scratches...not even a  
dent.  
Still I get all that guff from a punk  
who's "Hell bent."

## RSW - Southwest Florida - Jan 2022

Our January 2022 luncheon at the Fort Myers Olive Garden had a turnout of six. Yes, on the low side, but it allowed for good conversation and extra special attention from our server, **Mia**. All servers wore masks and our "crowd" was small. Perfect Florida weather and some heavier traffic on the Interstate. Conversation covered quite a wide range of topics including the museums in the Naples and Marco Island area, taxes and the problems associated with increasing the minimum wage.

**Gary Crittenden** brought a special guest – his son, **Jeff Crittenden**, who had just moved his family from the Elgin, IL area to a home right across the street from his parents, **Gary and Janice Crittenden**. How convenient is that? Jeff had just recently sold his bicycle business which he had owned for 45 years. This generated a very informative question and answer session of ebikes, peddle assisted bikes, throttle bikes. He was as good as the speaker of the day! We all learned something!

The dates for the next two luncheons are:

- Feb 7 (One week earlier) We could not reserve the Olive Garden for Feb 14, which would have been the regularly scheduled day, due to our room needed for the overflow for Valentine's Day patrons.
- Mar 14 at 1130.

Another reminder - [The Sun-n-Fun Aerospace Expo](#) at Lakeland, FL is scheduled for 5-10 April 2022 with [RUPA Day](#) on Thursday 7 April 2022, in case, you might be planning to attend. RUPA Day is very simple – hot dog lunch and a photo – no meeting, just fun.

The next luncheon is the first [Monday, Feb 7, 2022](#) at 1130 at the Olive Garden in Fort Myers (12870 Cleveland Ave on Rt 41).

All welcome. New retirees and their spouses/partners/visiting offspring/caregivers are especially welcomed.

*Yours truly,*

*Dot Prose (Gary Crittenden, Senior Consultant).*



L-R: Dot Prose, Neil Bretthauer, Gary Crittenden, Jeff Crittenden (son of Gary), Shirlee Curtiss and Rip Curtiss. Photo by our server, Mia.

## PHX - Phoenix Roadrunners - Dec 2021

Greetings from the Phoenix Roadrunners,

We had a great luncheon yesterday at Bobby Q's. Note the background behind the group.....We had 11 people attending, but only 10 in the picture, **John Baczynski** had to go home after lunch, he had some maintenance workers coming over. Another treat, we had **Dianna Alsing** join the group and join us for lunch, a delight to visit with her and many more to come.

Some of our regulars were away visiting relatives for the holidays, but will be with us in January. Those present will also be back in January.

Until next year, we wish all of our friends a great new year.

*Warm regards,*

*Frank Soare*



L-R: Dick McCormick, Mike Clements, Frank Soare, Jeanette Soare, Mark Janowski, Dianna Alsing, Werner Schmid, Renee Libuda, Tom Libuda and Dennis Leahy.

(7 of 9)

My friends all get older...much faster  
than me.  
They seem much more wrinkled, from  
what I can see.  
I've got "character lines," not  
wrinkles...for sure,  
But don't call me old...just call me  
mature.

(8 of 9)

The steps in the houses they're  
building today  
Are so high that they take...your  
breath all away;  
And the streets are much steeper  
than ten years ago.  
That should explain why my walking is  
slow.



## SNA - Dana Point - Dec 2021

A big winter storm threatened to inundate our Tuesday monthly luncheon, so we wisely moved the meeting to Thursday. The weather was much better and 14 members showed up to enjoy our Holiday luncheon. As a special treat, **Barbara Ferguson** brought her home baked Nutella Christmas tree dessert. She also wore a Llama themed Christmas sweater.

The conversations commenced immediately. For the few still using passes, **Roger Parsons** provided some little-known tips for non-rev travel that can be found in the Travel Section of Flying Together. On aviation history, **Carlos Bernhard** talked about the progress of Argentine aviation post WW2 - citing as an example the contribution of Kurt Tank with his FMA IAe Pulqui II. (The jet fighter never reached production though due to political and financial issues.) Many other topics were covered and discussed.

Quote of the day was made by **Bill Rollins**, "I've been retired so long I don't know what work is anymore."

As a finale, we got **Rusty Aimer** to tell us of his experience being stranded in the Egyptian desert on the Christmas of 1978. The mesmerizing tale was a fitting finale to our Holiday celebration.

Our next luncheon will be February 8, 2022.

*Rico Santamaria*



L-R: Roger Parsons, Bill Rollins, Denny Giesea, Jim Grosswiler, Brian Kenny, Carlos Bernhard, Boomer Knutzen, Bill Stewart, Bob Fuhrmann, Rusty Aimer, Corey Ferguson. Not in picture, Rico & Merle Santamaria and Barbara Ferguson.

**SUN-n-FUN Aerospace EXPO at Lakeland, FL**

Check [flysnf.org](http://flysnf.org) for more info  
RUPA Day Scheduled for 7 April. 2022

## DEN - Denver Good Ol' Pilots - Jan 2022

In accordance with past practice and procedure, fifteen Good Ol' Pilots and guests assembled on the second Wednesday of the month for lunch and social hour at The Golden Corral Buffet and Grill in Aurora, CO. Social hour began at 11:00 and lunch about noon.

After lunch **Ted Wilkinson**, our resident humorist, made us laugh with some information about aging. Next, we welcomed first time attendee, **Lee Lovegren**. As is our custom we asked Lee to tell us about his flying career.

Lee began his flying career in 1977 attending Naval OCS and flight school after graduation from Louisiana Tech University with a Bio-Medical Engineering degree. After flight school he flew The Lockheed P-3 Orion while based at Naval Air Station Barbers Point, Hawaii April 1980 -March 1983. Following Barbers Point he served as a Navy Flight Instructor on the T-34C at Pensacola, FL until February 1985. He served in the Navy Reserves from 1986-1997, retiring as Commanding Officer NAS Fallon Reserve Unit, Reserve Center Denver.

He was hired at United in March 1985 as a member of the group of 570. It was a rough start but ultimately resulted in an excellent career. He began his United flying as a 727 S/O followed by Simulator instructor, 737 F/O, 757/767 F/O, 737 Captain, 737 Standards Captain and finally 757/767 Standards Captain his last fifteen years before retiring from United in November 2020.

Attending: **Bob and Ann Blessin, Ray Bowman, Active Pilot Sam Frey, Tom Johnston, Cliff Lawson, Lee Lovegren, Greg Maxwell, Pete McConnell, Mark McGurk, Duff Muir, John Penney, Rob Schmidt, Ted and Rose Wilkinson.**

*Tom*



Standing: Tom Johnston.

Front Table L-R: Bowman, Rob Schmidt, John Penney, Mark McGurk.

Perimeter Tables Left to Right:

First table L-R: Lee Lovegren, Duff Muir, Pete McConnell, Greg Maxwell.

Second table by himself - Sam Frey.

Third Table L-R: Rose Wilkinson, Ann Blessin, Bob Blessin, Ted Wilkinson.

Not pictured - Photographer Cliff Lawson.

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## SAN - San Diego Co - Jan 2022

Good turnout for our small group here in San Diego.

**Scott Becker** is tying up some loose ends back East, so he was too busy to join us for lunch this month. I'm sure selling a house on the other coast can have a set of problems. We look forward to him joining us for lunch next month. We missed **Scott Herman** but hope to see him next month.

**Brad + Rhoda** were in Cancun last month. They did have some stories for us. How many swimming pools, bars, health clubs and especially how many restaurants with menus from all over the world. This was at the resort they were staying. It made me hungry listening to the different foods at the restaurants. Good thing I was out to lunch with **Brad + Rhoda** so I could eat and listen to their stories. It's hard for me to concentrate on anything when I'm hungry especially when we're talking about food. I've never been to Cancun but after their report I'm ready to go!

**Colin's** other half had shoulder surgery in December and it's still giving **Cheri** problems. She didn't join us for lunch, but **Colin** gave us a full report. It's just taking too long but **Cheri** has **Colin** to take care of her. I'm sure after 24-hour care from **Colin**, Cheri was fine with **Colin** going to lunch with us.

I had a hip replacement 5 years ago and have never had any problems. I had the other hip done 2 months ago and it's still a bit painful. I spoke with the surgeon, and he said something might have slipped. Slipped!?! I'll find out soon. Fun!

We can still call our lunch a fly-in get together because the WX was really nice and **JP** was able to fly to meet us in his Aircoupe. He said it took him only 18 minutes to fly to Palomar Airport where we meet for lunch because Marine Corps Air Station Miramar wasn't active. The tower gave him direct routing across the airport. I wonder who he knows?

This is the time of year for Susan and I to go RV'ing in the desert. We're not too big on crowds but have been told that camping at a place near the California/Arizona border called Quartzite is something to experience. Not quite the small crowd, though. I googled the get together and it said there are 750,000 campers expected for the week-long event. The camping is anywhere in the desert, so just set up our RV near one of the already man-made rock fire rings and enjoy ourselves. Of course, that's with our other 748,000 close friends.

We had a great get together and as usual, my Peanut Butter Burger was great.

Can't wait to see the gang next month.

*Later, Mark*



Colin Winfield, JP Jones, Mark Meyer, Brad Green, Susan Mayer, Rhoda Green.

## SUA - Florida Treasure Coast Sunbirds - Dec 2021 / Jan 2022

Happy and Healthy New Years Wishes to Everyone from SE Florida. We certainly hope (and Pray) that 2022 will be a lot better to us than 2021 has been. We've been very fortunate down here in SE FL to have pretty much a care-free Hurricane Season that ended on Nov. 30th and our WX has been quite nice for the Holidays and the early part of the New Year as well.

Since the January edition of our RUPA Magazine does not contain our December Info., I figured that I would combine our Dec. and Jan. Write-ups into ONE and you would get all of our SE FL info in February, 2022.

As we have been doing for a few years now, at our December Luncheons (in recognition of the Holidays) and in February too (Valentine's Day) - we invite our wives or lady friends to join us. This year we ended up with 24 at our December Luncheon at Shrimper's.....actually we were planning on 29 but we had 5 last minute cancellations.

As you can imagine, the conversations were non-stop and it gave the wives and lady-friends an opportunity to put a face with a name as well....the names that they hear about but don't know throughout the year. Those in attendance were: **Ted & Hellevi Osinski; Duff and Rhonda Daily; Denny Keast; Buck & Judi Buchanan; Dave Damon & Barbara; Ret. Pilot Crew Scheduler Paul Liebisch and his wife Diane; Gregg Sternbach and Lisa; Jerry Holmes; George & Marlene Bustillo; Joe & Lise Hagan; Dick Baese & Linda; Bob Langevin & Sandy Ruggiero; and Paul & Marsha Whiteford.**



Left - Front going back: Marlene and George Bustillo; Paul and Marsha Whiteford; Sandra Ruggiero and Bob Langevin; and Ted Osinski. (See next photo for far end)

Right - Front going back: Joe and Lise Hagan; Gregg Sternbach and friend Lisa; and Judi and Buck Buchanan. (See next photo for far end)

(9 of 9)

But I'm keeping up on what's hip and what's new,  
And I think I can still dance a mean boogaloo.  
I'm still in the running...in this I'm secure,  
I'm not really old...I'm only mature.

**Me and Maturity - The End**



Left - Front going back: Dick Baese and friend, Linda; friend Barbara and Dave Damon, Paul and Diane Liebisch. (See previous photo for far end)

Right - Front going back: Denny Keast; Duff and Rhonda Daily; Jerry Holmes and Hellevi Osinski.

For our January Luncheon, we had 8 in attendance. We would have had quite a few more but with travels, minor illnesses, Dr. App'ts. and other obligations.....quite a few of our REGULARS were not able to make it. Those that were able to make it were: **Denny Keast, Paul 'Rambo' Ramdial, Jerry Holmes, Dave Damon, Duff Daily, Ted Osinski, Andy Lambert and Bob Langevin.** Quite a few different conversations took place, but the MAIN Subject that was discussed was Electric Cars -- TESLA in particular....and boy - did 'it' ever get beat up BADLY!!! Not a popular subject at all.

In conclusion, we here in So. FL wish everyone well for Happy, Healthy and Prosperous New Year. Our February RUPA Lunch will be at Shrimper's on Tuesday, Feb. 8th starting at 11:30 AM (wives lady friends invited but SOLO is fine too) - so if you happen to be in the Stuart, FL area around that time....be sure to come over and join us, we'd love to have you. BE SAFE out there --

*Cheers and Best Regards, Bob Langevin (MIAFO, CLEFO & ORDFO)*



Left front - clockwise: Jerry Holmes, Dave Damon, Ted Osinski, Denny Keast, Bob Langevin, Andy Lambert, Duff Daily and Paul 'Rambo' Ramdial.

## SEA - Seattle Gooney Birds - Jan 2022

Thursday, 1/13/2022 turned out to be a beautiful day as was forecast for the SEA Gooney Bird lunch. Initial conversations took us back to the day after Christmas, a time when the weather folks predicted 1-3 inches of snow for much of greater Seattle and even more for areas to the north. By 12/26-27 14 inches had fallen at SEATAC and for several days western Washington remained well below freezing which closed the three mountain pass routes to eastern Washington bringing all commerce to a halt. Eventually, moderating temperatures arrived courtesy of the Hawaiian pineapple express delivering several days of record rainfall and warming temperatures along with the inevitable avalanches, mud slides, and extensive lowland river flooding, and all this beneath the lengthening shadow of Omicron.

The Marriott lunch provided a welcome change of atmosphere, and conversations soon began to shift to hangar flying subjects including stories from decades past.

Looking ahead to February and beyond, SEA Gooney Birds wish for all smooth flying and the continued camaraderie of our monthly gatherings.

*For the Flock,*

*Hank Kerr*



L to R: Doug Postlewait, Jack Brown, Phil Scott, Gerry Ackerson, Hank Kerr.  
Not pictured, Mary Breivik, Cynthia Scott.



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## PHX - Phoenix Roadrunners - Jan 2022

New Year's Greetings from the Phoenix Roadrunners,

We had a nice January luncheon, lots of stories, just enjoyable visiting. Gorgeous weather 75F. A few called to say that they were unable to attend because of a positive covid test, another called, was going to be there, but had an emergency appointment with the dentist, and another's scheduled was too packed, but all want to come in February. **Dianna Alsing** had to leave early, but her company was enjoyed while she was with us.

Will see you next month.

*Warm Regards,  
Frank Soare*



L-R: Harvey and Barb Hallberg, Jeanette and Frank Soare, Mike Clements, Mark Janowski, Dave Specht, Werner Schmid, Tom and Renee Libuda. Missing was Dianna Alsing.



## SNA - Dana Point - Jan 2022

The main group didn't meet for our usual luncheon for January, but we have a satellite station report from **Rusty Aimer** and **Brian Kenney**, plus one from **Dave & Hiromi Bravender**. **Rusty** and **Brian** were flying an Embraer light jet and they unexpectedly dropped in on the tail end of the North San Diego RUPA luncheon. They became our roving ambassadors. **Dave & Hiromi** are currently serving as our annex in Maui till they are able organize their own group.

**Rusty's** account: Well, we canceled our RUPA Luncheon in Dana Point because of COVID. So we flew to where there were less threats! Brought the Phenom to CRQ (McClellan-Palomar Airport in Carlsbad, CA) for the monthly NAV data upload. While the Mx. is doing their thing, we usually go have lunch at the Landings Restaurant. To our surprise we ran into the N. San Diego group leaving their luncheon. Below is a photo of me with **Mark Mayer**, **Susan Mayer**, **Colin Winfield** and **Brian Kenney** at the same restaurant.



L-R: Rusty Aimer, Mark Mayer, Susan Mayer, Colin Winfield and Brian Kenney.

Meanwhile **Dave & Hiromi Bravender** gave their report from the Island of Maui.

**Dave's** narrative: **Hiromi** and I had a delicious meal of pork ribs and salad while we talked about past times and all the fun that was had. The subject drifted into LAX-LHR as she was based in London for so many years and that's of course how we met. We had so many good restaurants that we frequented over the years but we settled on Three Tun and Windsor Castle as our favorites.



Dave & Hiromi Bravender

We then relived the evening I almost blew an engine just southeast of Iceland on the way to LHR. The motor compressor stalled twice in response, so we thought, to the settling wake of an aircraft ahead and above and then settled down and purred like a cat for the rest of the flight.

Turns out a bearing on one of the compressor stages let go but the engine performed perfectly. That says something about the Pratt & Whitney product. Dodge a bullet on that one. Until next month..."

We appreciate that some of us were still able to do lunch in January. We plan to get together in February.

*Rico Santamaria*



# There I Was . . .

(Please Limit submissions to 1000 words)

## There I Was . . . My Story. Well, not really mine but Doug's

By Alex Dunn

Prior to coming to United I spent six years with a small company in Canada. The first three operating out of Churchill, Manitoba into the Arctic, followed by three in the scheduled division in Winnipeg. The company had about 75 pilots when I started, and Doug was the chief pilot for the entire operation.

Doug was a big man with a big booming voice, which he used liberally on check rides. One captain, a WWII bomber pilot, said "I would rather fly a bombing mission over Germany than take a check ride from Doug." That said, he was quite pleasant to have a beer with on a layover. He was ethical and stood by his pilots.

Doug had been a hockey player on the 1937 world champion junior team, age 20 and under. There were only 6 teams in the NHL at the time and he didn't quite make it, so starting in 1938 he played pro hockey in a league in England. He was 21.

When the war started in 1939, he promptly joined the RAF, and on completion of flight training in England, he went into combat in a [Hurricane](#) squadron. He rarely spoke of the Germans, but of his experiences with the English. It seems the English viewed him as a wild man from the colonies. There was no 24-hour rule and most evenings were spent drinking in the "Officer's Mess", followed by getting up in the morning and taking on the enemy with a hangover.



One evening over a number of drinks, he made a bet that he could come across the field in a Hurricane with the gear down and touch his wheels on the roof of three of the four hangars in a row. A day was selected when the CO was going to be away. He said "I hit the first one a little hard and bounced, missing the second one, but I got the third and fourth and won the bet." The only problem was the CO had changed his plans!

On another occasion he was called in over something he did. He said to me, "The British didn't have much at the time and the CO was very proud of the beveled glass window in the door to his office. On completion of the CO's lecture, Doug said "I slammed the door on my way out and the glass shattered and fell out onto the floor."

On completion of his Hurricane tour, he signed up for an additional tour on [Lancaster](#) bombers. The Lancaster carried twice the bomb load of a B-17 but could only do missions at about 8,000 feet. It was armed with 30 caliber machine guns, while the German fighters had 20mm. All bombing was at night as they didn't stand a chance during daylight.



On one Lancaster mission he said, "We took off and on crossing the French coast, I had an engine fire. I shut the engine down and the fire went out." The route to the target wasn't direct so the Germans couldn't know your target. He said, "I couldn't keep up to the formation on three engines, and to go direct would give away the planned target, so I returned to base." Probably the next morning, the CO accused him of cowardice. That didn't go over well with Doug! The CO had the mechanics start the engine while Doug and the CO stood nearby and watched. The engine caught

fire again and they couldn't get the fire out. To make matters worse, they hadn't taken the bombs off. Doug said, "I turned to the CO and said, I hope the f\*\*\*ing thing blows up!"

All I can say is, he always did right by me.

*Alex*

February, 2022 RUPANEWS



# Articles

Industry related news and other articles

## Artwork by Rick Broome

By John Gorczyca

I met a person recently that has had a very exciting career not in flying the friendly skies but becoming an artist. Not only was he an artist but is very famous for painting United aircraft, military aircraft, Air Force Academy scenes, etc. He is one of the most fascinating gentlemen I have ever met. His name is Rick Broome and he lives in the Colorado Springs area with his lovely wife. He has made numerous contacts with United Management and United pilots. In fact, he is a close associate of General Mark Welsh, Air Force Chief of Staff. Coincidentally, I went to Air Force pilot training with Mark Welsh in the 70s. Rick was a close friend of Astronaut Jim Irwin who was fortunate enough to have walked on the moon. I cannot say enough about Rick but I would like to present his short bio and a few paintings he has accomplished in years past. If you are interested in one of his paintings, he can be reached at 719 439 2662. His home address is 2809 Old Broadmoor Rd., Colorado Springs, CO 80906 and his web site [www.broomestudios.com](http://www.broomestudios.com).

## The Story of Rick Broome

I have always been fascinated by flight. In 1962 I was “adopted” by the Denver area flying community after a full page story in the Denver Post covered my 16<sup>th</sup> birthday solo. My folks had split-up when I was only 12 years old. I was separated from my parents and living with relatives in Denver while attending Colorado Academy with future Braniff Boss Harding Lawrence's kids. As fate allowed, I became United Air Lines “Golden Boy.” Mentoring began with United Captain Ed Mack Miller who introduced me to Elrey Jeppesen when I was still in Ninth Grade. I had been stung by a Scorpion and almost died when I was an infant. The resulting internal bleeding problems was bad and not allow service in the military so my dream of attending the Air Force Academy was dashed.



Thanks to Ed Mack I had access to the original DENTK in the old Hangar 5 beginning when I was 15 and later bought the DC-7 Simulator I flew as a kid and had it attached to my old Art Studio. I had nine different flight instructors; several were airline pilots. In addition, my mentors included Braniff Skipper Len Morgan and Barry Schiff from TWA. By the time I was 17 my dream was to become a pilot for United. In 1965 I married my high school sweetheart Billie and enrolled at Northrop Institute of Technology in Inglewood, California. Billie, and I both worked full-time jobs to pay for my college and more flying time.

As soon as I got my A&P Ratings (when I was only 21 years old) United hired me as a flightline mechanic at LAXMM. They made up the job; and gave me an old Capital Airlines IBM/File Number 008620. I was in heaven getting paid to play with all those new airliners! I was accepted as a Flight Officer Candidate in 1969 but deferred going to 727 FE school to finish college. Meanwhile, I got unlimited ACM Authority and on days off from my job at LAXMM I was often in the cockpit of a DC-6B out of SFO.



From when I was a kid, I was a budding artist too. I sold and traded a lot of my paintings to pay for flying time. Soon after starting my flightline responsibilities at LAXMM I got permission to have my paintings for sale in the Crew Lounge at LAX; then SFO, ORD and DEN. I took many dozens of commissions from United pilots. In January 1971 Chief Pilot Russ Cottle had me report to his office at LAXFO and recommended I enroll in the next DENTK class. I did, however the class was cancelled, and I went on a recall list and took up painting full-time officially on March 3, 1971.

During my salad days I created over 100 paintings of United equipment. I have been assigning Serial Numbers to every project and commission since 1969 and have logged in over 3,000 original Aerospace art and history projects. We are in celebration of my 50<sup>th</sup> year as a full-time artist; not an easy task to accomplish solo. I was inducted into the Colorado Aviation Hall of Fame in 1988 and Nominated as a Living Legend of Aviation in 2017. In addition, I have logged over a quarter million hours in my Studio creating fine art with true passion. My unique "Starlite" paintings change from day to nocturnal under special UV filtered lighting.

In addition to more than 2500 private commissions I have been Officially commissioned to create paintings for five different Presidents. In 1974 my family and I invented our yearly Air Force Academy official class painting which celebrates in art legacy projects for USAF Academy Cadets and graduates. And hundreds of paintings featuring graduates focused on much of their flying history. Our little home-based business is a real busy family affair, our son James does the lion's share of work. Our website is [www.broomestudios.com](http://www.broomestudios.com) and we invite you to come join our Collector Club. I currently have 156 new paintings in progress. Forthcoming soon are new releases that cover almost all of United's equipment.



My wife Billie and I live in the Broadmoor area of Colorado Springs. Inside my Art Studio features the front 65 feet of a mint condition Boeing 727 parked next to my art table and easels; it's a huge room. My office is in the cabin of the former United Boeing 727-222A registered N7266U. The cockpit is original, and I fitted out the cabin like a Boeing Bizjet. We got the jet from a Hollywood movie lot in 2005. My Boeing 727 had been selected as a prop for TV shows, commercials; and the movies because it was fresh out of D Check and the interior is like new. It even has all brand new cabin windows, and the new nose gear is now sitting in my basement.



I truly love flying and even tried to do it off the 727 about five years ago! Seriously I was dusting it off and I slipped, slid, and fell 26.5 feet off the top of the fuselage of my 727 display in 2017: a killer fall. After being brought back to life by First Responders I spent the next 19 months recovering in bed and on oxygen. I was unable to paint much at all and this gave me a totally new appreciation for my life's mission of capturing Aerospace history. Especially United Airlines since I am still part of their history and always will be painting United's beautiful people and equipment.

## Letters

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

### Gerald E. “Gerry” Baldwin – Hilo, HI

I have had some good years and some not so good years; but this was my worst year, ever. My wife, Joan, of forty-seven years was fighting autoimmune liver disease first diagnosed in 1995. She did everything her doctors ordered and held the disease at bay; but it was relentless. On June 8, 2021, we left our home on the ocean at the mouth of Hilo Bay for the Mayo Clinic Hospital of Phoenix. Joan was finally sick enough for transplant.

She was prepped twice; but the donor livers were unsuitable for transplant. We were awaiting the third call when, on July 24, 2021, she slipped on a spill at Cave Creek Costco in Phoenix and fell. She was in the hospital when our forty-eighth wedding anniversary came and went. She could not even have flowers in her room. She suffered three pelvic fractures, an eight-centimeter hematoma, temporary kidney failure, bleeding varices, and blood clots in her left inner portal vein, left subclavian vein, and upper left arm. Then, too sick for transplant, she died at home on November 16, 2021. Costco shrugged.

Aside from my mental anguish, physiologically, I am fine. I continue to love my botanical garden; my oceanside gazebo; the stream that flows through the garden, alongside the gazebo, and into the sea; the arched bridge over the stream; and my wife's, now my, cat, Audie. I enjoy, too, our RUPA luncheons in Kona and visiting with family and friends. Getting over Joan's death will take time. Perhaps 2022 will be a better year.

*Gerry*

TXI/CAL (6 yrs.): IAH, DEN; UAL (27.5 yrs.):  
ORD, SEA, JFK, SFO



### Jerry Bradley – St. Augustine, FL

Still alive and well for my 84th birthday the, 31st of December. There will be a huge group celebrating with me in the dining room of the Holland America New Statendam. First cruise in two years and we can't wait. Arrived from our last one the end of March two years ago. When we docked in Miami it turned out to be the last trip for the ship in the pandemic. We just made it. A week later we got an email that said someone on the ship had the virus and we had to hunker down. Just dodged a bullet that time.

Wish everyone well and have a wonderful holiday.

*Jerry*

### Randy Ryan – Tucson, AZ

Winter in Tucson always triggers the annual question: “Where did I put my sweater last year? It's only going to be about 68 today.”

This year's highlight had to be driving our red Corvette convertible the entire length of Route 66, from Chicago to LA. What a blast! All of the traffic is on the interstate highways and so there is almost no traffic on Route 66. If you have ever thought about doing it, go for it.

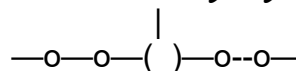
The route is in very good shape and there are Route 66 signs all along the way with arrows pointing where you should turn. No problems and you will see lots of the heartland of this country along the way with lots of nice people.

Sixty (60) years with Pam on May 12th. Both kids about 14 hours away. One in Sydney, Australia, 14 hours by plane and the other in Roseville, California, 14 hours by car. (OK, in the Corvette we can probably beat the 14 hours to Roseville.)

And from here in the desert, thanks to all the RUPA guys and gals who do so much for us. You provide us retirees with a lot of important information that we wouldn't get anywhere else.

Randyryan40@msn.com

*Randy Ryan*



December 19, 2021

Hi!

Enclosed is my check for my dues for RUPANEWS - I can't begin to tell you how much enjoyment the magazine gives, not just me, but my entire family. I recognize many faces and names - such fond memories - I feel as if I'm still a part of the United family that my husband here so loved. He flew West a year ago last month - we all miss him deeply. Dave loved to fly and so enjoyed his career with United - thirty-two years - what a wonderful life we had.

Thank you very much for all you do to keep us informed - Have a wonderful Holiday Season.

Sincerely,  
Mary Lou Hammond  
& Family

E. Dave Hammond  
ORD - 1963-1995



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## Rick Saber – Novato, CA

Greetings from the “Left Coast” Guess my mission is not yet complete as I’m still kicking. At my age, 23 yrs into retirement, I have no illusions when seeing so many of my age or younger flying west; fact is, I’m getting good at giving eulogies!

Despite our odyssey launching covid (Jan 2020) in Yokohama aboard the “Corona Princess”, actually Diamond Princess, we signed up for two cancelled cruises this year, both cancelled, but succeeded latching onto a greatly discounted Galapagos cruise in Ecuador aboard Silverseas Origin. This six star, brand new, small ship with max of 100 pax, had us 75 passengers outnumbered by their crew of 83 who kept us occupied daily with active, moderate bushwalks, kayaking and snorkeling to meet every odd critter on those fabled islands made famous by Charles Darwin on his ship “Beagle”. Located on the equator, they lie 563 miles west of continental Ecuador. We encountered myriad hundreds of marine and land iguanas, super slow moving creatures about 2-3’ long, dozens of giant tortoises which certainly inspired the face of Spielbergs “E.T.” ..... Orcas and typical blue footed boobies. I was enthralled when snorkeling to be enveloped in clouds of Galapagos penguins. This ship should be on your bucket list despite the price for it was akin to being on a large private yacht... Any cocktail one could conjure was available at either of two bars, but only open from 0600-2300.....premium only libations! all included in the fare. Aldeana and I practiced moderation as being tipsy is not conducive to snorkeling for obvious reasons. Enroute SFO-IAH-Quito on good ole UAL was pleasant enough as we booked full fare econ plus seats for the two legs of nine hours. Only glitches were having a chunk scraped off my arm by the sharp edge of a bloody service cart (still awaiting response from UA) and being unceremoniously deplaned one city short of our return airport, Quito, when coming back from the islands. This was due to a miswritten ticket... This cost us new tickets Guayaquil-Quito and loss of 3 hours till the next plane south on “Latam Airlines”.

Of more interest, in early July, I pulled off a great surprise for my nephew and his son who live in Monument, CO. It was my nephews 50th as well as knowledge that his 12 yr old son was working on a Boy Scout merit badge for aviation. With much navigating on the internet, I located a FBO about 40 miles east of their home. The owner/ operator and I clicked.



I set up a secret plan to hire Capt. Gary Firth, a retired USAF pilot with his own Czech Moravan “Zlin 242L fully acrobatic bird out of Meadowlake apt. CO.

Neither my nephew nor his son had a clue we were coming to CO nor what adventure was in store for them. On some lame pretense, I guided them via GPS to our rendezvous with Gary who had flown stealths in Afghanistan and Iraq, the A-10 Warthog, F-15’s and the earlier Phantom II. I hired him for a half day of acrobatic thrills. Gary turned out to be A-1 in self confidence, so much so that from the git-go, we simply followed his mentoring and accomplished takeoffs, advanced hammerheads, loops, spins and other maneuvers long forgotten in the past 60 yrs since doing them....then even landings. Rusty? Yep! Sloppy? Yep! But safe enough....and NO checkride! Of course, later that night, debriefing consisted of a glass or two of attitude adjustment. This was one of those moments when the salesman asks if you’d like to buy the bird, and you answer “Why not?” I was hooked....and will return to “Aces Up Aviation” with them next visit. Look it up and yield to the ole rudder and stick work of olden daze, you’ll be hooked like we were.

Other than that, our health is adequate for all but wall climbing, black diamond skiing or deep scuba.

We are still AOK for a planned 14 day expedition cruise out of Ushuaia down south to the deep Antarctic in January....if still kickin. We’ll get back to you next year if still around. Lastly, I truly love “And there I was” articles so keep em coming. Happy Contrails!

*Rick and Aldeana Saber*

## Bob Beavis

We had a great ride with a few bumps including two furloughs and lots of engineer/second officer time. Have continued to fly since the brakes were set on the 747-400 at SYD in January 2003.



Early on at UAL, things were quite different than what our two sons (Paul & Pete) are experiencing on the Main line today. As a 727 engineer we waited until close to take off clearance to start the # 2 engine. On this flight we un-expectantly received take off clearance from an intersection taxiway. The Captain accepted and told me to start #2 while taxiing on the runway. It was a busy time for the engineer and shortly the Captain asked if I was ready. My response: cannot get the #2 generator on line. His response while adding take-off power: "well, we can't have everything!"

It was a good training lesson for when the retirement pension disappeared: we can't have everything! Hi to all. SF, Bob



## Jim Trosky – McHenry, IL

In March it will be 23 years since my DHD out/DHD back retirement flight took place.

Presently, same wife, same kids, different dog. Things are just about the same....great.

Celebrated 60 years of wedded bliss last November. No fake Covid, no fake vaccinations, so our health is still very good...thank God.

Don't travel much anymore. Just doesn't seem like the old airline with all the woke restrictions.

Sold out in Arizona, so by staying in Illinois for the winters I have strengthened my character to the point that I no longer need to go into Chicago to prove my manhood :-).

Life is good, RUPA luncheons are always great and Spring is only, oh, probably 5 months or so away, maybe.

Thirty-five years of working for the greatest Airline in the world is still a favorite memory, along with the people who worked there as well. To the crew at RUPA. - many thanks for your dedication and long hours.

God Bless America...and the US Marine Corps.

*Jim*



**I hate it when i see an old person and then realize we went to high school together.**

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## Carl B Jordan – Port Charlotte, FL

February of 2022 marks my 89th year on this particular earthly visit. And I still also lay claim to holding the longest freeloader pass rider status on UAL. I've been a pass-rider for 87 of my past 89 years. I'll yield to anyone who can top that. My privilege began when my dad became a copilot for American Airlines back in 1935. I was two years old. He began by flying Curtiss Condors and Stinson Trimotors. When the DC-3 came along he pronounced it to be "the ultimate airliner!" (By the way, he retired as a B-707 captain.) I acquired my own AAL passes when American Airlines hired me as a licensed aircraft mechanic on my 18th birthday back in February of 1951 - the very day that my mechanic's license became valid. I worked rotating shifts at MDW. At that time AAL's fleet consisted of Convair 240's and DC-6's, both powered by P&W R-2800 engines. That made the spare parts inventory easier to manage. The DC-613 (stretched version of DC-6) came along later in that year. What an education all of it was!

I had a draft deferment during the Korean War ("engaged in an essential civilian occupation") but upon completion of my probation year with American Airlines I enlisted in the Air Force on my 19th birthday. I felt obliged to do my part to finish what President Truman was calling "The Korean Police Action." Dad had taught me to fly and I soloed at age 16. So, with 227 hours in my logbook I became a 19-year-old Aviation Cadet in the Air Force. (A piece of cake!) Got my commission as a second lieutenant and my wings as a fighter pilot at the age of 20. My pass privileges on AAL remained in effect but were rarely used, especially while serving overseas. Back then UAL was not an overseas airline. They only flew stateside.

Later, Ralph Sewell, Chief Pilot for Capital Airlines, actually hired me at age 23 one week before I was released from Active Duty in 1956. I then reverted to the Air Force Reserve and became a DC-3 copilot on one of Dad's "ultimate airliners." I now had pass privileges with Capital Airlines. I had second thoughts about all of this the first time a DC-3 captain handed me a putty-knife on a winter flight; told me to open my side window; and then reach out to see if I could scrape the ice of my side of the windshield! He said that if I could not do so, he wouldn't bother trying it on his side of the

cockpit. (Captain's privilege, of course.) Also, if I lost the putty knife in the slipstream I would not get a landing for the rest of the month! It was a far cry from the twin-engine, twin afterburner all-weather fighter interceptors I had been flying in the Air Force! Also, summertime airline flying introduced the "fun" of tangling with thunderstorms. Capital Airlines had no radar in the DC-3, DC-4, or Lockheed Constellation. And initially there was no radar in the Vickers Viscount. It was retrofitted later into the Viscount fleet. Sometimes this lack of radar provided a thrill a minute when penetrating squall lines. On one occasion both stewardesses called the crew desk and resigned after we landed at Newark. They both chose to ride back to Chicago on the train rather than experience the "thrill" of another squall-line penetration.

On June 1, 1961 Capital Airlines merged with United Airlines. I took part as a member of the ALPA Merger Committee. Only ONE pilot was happy with the resulting seniority list - - he was the lone guy who wound up as #1 on the combined list. All the rest felt "cheated" and I was certainly reminded of this fact from time to time. I also served as a member of the MEC; the contract negotiating committee; and as the airline grievance chairman. All of that also proved to be quite a ride, indeed.

But be that as it may, my various pass privileges have continued unabated for some 87 years, now. Dad's American Airlines allotment, my own American Airlines allotment (including USAF years), my own Capital Airlines allotment and finally my own United Airlines allotment. I dole out the current retiree's "enrolled friend" privilege at six-month intervals for use by each of my four daughters and their affected husbands. All except for #2 daughter, Cathy. She's now a third-generation retired airline captain from Southwest Airlines, so she prefers to use her own perk. It also sometimes makes me wonder how many third-generation female retired captains are out and around these days. Things have certainly changed considerably in the past decades. All-in-all I'm hoping that I'm ornery enough to still be here and someday ride on a UAL supersonic freeloader pass to Europe, and back again. Time will tell.

*Carl B Jordan MDW-ORD-LAX*



## John Davis – Evergreen, CO

It has been almost 19 years since I parked that 747-400 after my retirement flight from HKG to SFO. That was a long time ago. There was a brief 8-year part time B-777/787 instructor position with Boeing that kept me connected to the heavy metal, but that is now many years in the past.

My wife, Kathleen and I remain in good health still living in the same house we bought in 1984. Our local theater company is starting productions after a covid break. We have been active with them for over 55 years doing stuff. This year I will play a genie that comes out of a lamp. The genie is not the brightest and so the fun begins. Now if I can just memorize the lines. It does seem reassuring that some normalcy is slowly coming back even though we will be wearing masks on stage.

I do enjoy reading about all the flying adventures described in the pages of the *RUPANews*. I often think there is a special force that looks after newly minted aviators. I clearly remember sneaking under 500-foot ceilings trying to get home and thinking about what a great pilot I was. I did not know the saying: "There are bold pilots and there are old pilots, BUT there are very few old bold pilots".

Over the New Year we rented a large house in Tucson so the entire family could gather and celebrate being together. Most of family were able to drive, avoiding the struggles trying to fly over the Christmas holidays. We did manage to visit the Pima Air & Space Museum. What a treat to walk around a 747, 777, and even a 787. There was even an old UAL 727 sitting in the pasture. Great collection.

I have to add my thanks to all those that help produce the newsletter. THANK YOU.

*John*

Are you a military veteran?

Home Depot expands the everyday military benefit for all veterans. Click below.

<https://corporate.homedepot.com/newsroom/home-depot-expands-everyday-military-discount>

## Barry Davis – Marietta, GA

Jan 2022 was be the first anniversary of mandatory retirement from UAL FAR 121 operations. Here's the short bio plus third trimester current events.....

Civilian part 61/91/135 background. With 10 years experience flying while 'feeding' young family, EAL offered 727FE job in 1985 generating a move to ATL for life 'in domicile'. That lasted until picket line in 1989 when thanks to the UALMEC effort on our behalf many of us interviewed and were hired.

We stayed in ATL and commuted to ORD. Thanks to lots of movement after seven years as FO, the rest of time as Captain on 733, 320, 756 staying senior on junior equipment for some quality of life. Spent some time on the sidelines with a lost medical certificate with a return to EWR followed by covid era motivated early out.

Original issue wife is still on board, kids are out of the basement and health is good. Grand kids are as much fun as advertised. For additional fun factor I've been flying a Part 135 King Air PIC charter gig a couple days a week. Love my seven-mile commute!

A bit of cycling to help keep it all going. We are snow birds in South FLA this winter.

Best to your third trimester,

*Barry Davis*

DCA, ATL, ORD, EWR, rEAL85/UAL89



## *In Memoriam*

RUPA members who have Flown West

### **Arthur “Art” Kelly**

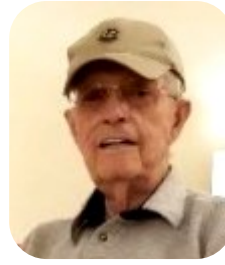
Arthur A Kelly passed away on Aug 23, 2021.

Art Kelly graduated from GMI Institute as a civil engineer and then joined the Airforce where he became passionate about flying. After leaving the Airforce he was hired by Capitol in 1956 and ended his career with United in 1993. Through the years he was based out of Ft Lauderdale, Chicago, and Washington DC. Wherever he lived there was always a boat and fishing poles ready to go see what was biting between flights; and in the garage was always a fixer upper old vehicle. Retirement was spent in Florida caring for those in need both two, and four-legged. Art was very proud of his 2 granddaughters who followed in his footsteps (A civil engineer and a pilot). Dad always believed family first and was married for over 70 years!

Art was preceded in death by parents. Arthur and Selma Kelly, his son Arthur Kelly III and grandson Patrick Kelly. He leaves behind his daughters Susan Kelly (John Spooner) Denise Wright (Mike Wright) Daughter-in-law Mary Kelly and grandchildren Kaitlyn and Kelley Wright. He will be sorely missed!

*To fly west, my friend,  
is a flight we all must  
take for a final check.  
-Author unknown*

### **Carlton “Carl” P Bye**



Born: July 31, 1928 in Fergus Falls, MN.  
Died: November 12, 2021 in Crystal Lake, IL.

Carlton P. Bye, 93, passed away peacefully on November 12, 2021 at Sunrise Assisted Living in Crystal Lake, Illinois.

He was born on July 31, 1928 in Fergus Falls, MN to Cecil S. and Henrietta (nee Pederson) Bye. The family later moved to Minneapolis, MN where Carl met his future bride, Audrey L. Smith. They were married on October 25, 1950 and raised three children.

Carlton was fascinated by airplanes and worked hard to afford flying lessons and obtained his pilot's license when he was just a teenager. He enlisted in the Navy at age 20 and trained to fly his beloved Corsair aircraft and served on the aircraft carrier, U.S. Leyte. He was honorably discharged on 11/12/53 but remained in the Naval Reserve for 20 years. He was employed by United Air Lines until his retirement in 1988, retiring as Captain on the Boeing 747. He was also an active member of the Illinois Masonic Lodge.

After retiring, Carl and Audrey spend their summers in McHenry, IL and were snowbirds in Sarasota, FL during the winter. He enjoyed golfing and socializing with friends. He was deeply concerned about the political climate in our country and was a staunch patriot to the end.

Carlton is survived by his loving daughter, Cindy (Bill) Tegtmeier; Granddaughters Amy (Ben) Pusakulich and Kimberly (Gabe Romero) Tegtmeier; Great-granddaughters Shayla and Tea Pusakulich; great-grandson, Austin Romero; and former daughter-in-law, JoAnne Grabowski.

In addition to his wife, Audrey, he was preceded in death by his son, Michael C. Bye, and daughter Charlene Clouse.



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## David G Mosby



David Grant Mosby was born on September 3rd, 1934, in Miles City, Montana. David spent his early years growing up on a rural homestead with his older brother, Bob, whom David adored and his sister Sally who was always a great friend to him.

David graduated from high school in 1952 with a group of friends that all had the unique ability to stay in touch and remain lifelong friends. They even just recently had another reunion with the remaining class members.

After graduating high school, David went to study at Montana State University in Bozeman, Montana where he earned a bachelor's degree in mechanical engineering. While at the university, David was enrolled in ROTC which earned him a spot with the United States Air Force after he completed college. It was in the Air Force that he discovered a lifelong passion for flying that he carried throughout his life often saying that he was "lucky to land in the pilot's seat!" While in the Air Force, David lived and worked in Japan flying the T-33 and the F-100 and later, when he returned to the states, he taught in Phoenix, Arizona.

Upon finishing college, and prior to joining the Air Force, David started another grand adventure when he met and married Carole Folda and started a family. His children, Greg, Bryan and Bethlyn were a huge part of his world. In his boys' younger years, he spent a few years working with the local Little League and was very involved with the Junior Football Association. David also developed a joy for downhill skiing. A sport which he helped to organize and encourage his kids to enjoy with him.

In 1966, David was hired by United Airlines and began a commercial pilot career until his retirement. He flew various airplanes from the DC-8 to the 747-400, retiring on the DC-10.

For David, retirement was just another steppingstone. With the extra free time he was able to pursue his hobbies more diligently. From piano to politics to traveling, he quickly found himself busier than ever. One of his greater projects was re-building a Cessna 195. A project that David found so rewarding he decided to build himself a second one. They were both beautifully refurbished airplanes and he used them for his favorite pastime, going to visit his friends & family wherever he would find them. He later decided to "play" some with a G-200 and G-202 experimental (carbon fiber built) planes that he would end up using in acrobatic competitions.

David found love a second time when he met, and married, Paula Branstner, a park ranger out of the Petrified Forest in Arizona. They shared many of wonderful travels and interesting times while they were married.

In his later years, David found another hobby that started itching, so he picked up a camera and started on what would be many years of refining his skills at photography. One of his favorite subjects was the majestic Mount Rainier. Yet he did not limit himself to landscapes, he would seek out the perfect capture to "find the photo." He would often capture unusual wildlife and other critters on the other side of the lenses. David had a membership with Fine Art America, where he posted and sold his photography, and you find his works there still.

On October 30th, 2021, David Grant Mosby passed away, preceded by his brother Bob Mosby and his Sister Sally Fry-Mosby.

He is survived by his companion and the mother of his children Carole Mosby, Paula Branster, his sons Greg and Bryan Mosby, his daughter Bethlyn (Chet) Sabotka, five grandchildren, Stephen Mosby, Janna Mosby, Addison Mosby, Tanya Mosby and Jacqueline Sabotka, and three great grandchildren, Jacob, Donna and Waylon.

He will be dearly missed by his many friends and his family.

## Fred C Burgess, Jr.



Bonita Springs - Fred Chester Burgess, Jr., 89, of Bonita Springs, Florida, passed away on December 3, 2021.

Fred was born in Acushnet, Massachusetts on March 31, 1932 to Ida Allaire and Fred Chester Burgess, Sr.

He spent his childhood roaming the woods and hills of New England, where he developed a deep love of the outdoors and all living creatures, especially birds. He had intended to pursue a degree in Ornithology on the other side of the country when by chance at age 17, he met the love of his life, Isabelle Perry. He knew from the moment they met that she was "the one," and instead of moving across the country and away from her, he stayed in Massachusetts.

Upon graduating from New Bedford High School, Fred channeled his love of birds into a love of flight. He attended the East Coast Aeronautical School, and then worked as an airplane mechanic for Capital Airlines in Arlington, Virginia as he built flight hours in his own airplane. Capital trained Fred to become a commercial pilot, and he began his professional flying career as a co-pilot on the DC-3 out of Norfolk, Virginia. By the age of 25, he made Captain with Capital, which later merged into United Airlines and resulted in his transfer to New Jersey. At the time of his retirement at age 60, he was flying the Boeing 747 jumbo jet as the highest seniority pilot for the airline.



Fred and Isabelle lived in Allenwood, New Jersey for 45 years, raising three children. He shared with them his love of flying, travel, and outdoor adventures including camping and skiing – a love that has now been passed down through generations.

Fred and Isabelle thoroughly enjoyed tennis and made numerous friends on the courts. They traveled the world together, often with Fred in the cockpit! They celebrated their 69th wedding anniversary last month.

Fred was preceded in death by his son, Fred Michael Burgess. He is survived by his wife, Isabelle, and by their daughters Kathy Gumph (Jack) and Janet Crosson (Scott), daughter-in-law Gail Burgess, four grandchildren Katelyn Burgess (Michael Spewak), Michael Burgess (Cate), Shannon Fessenden (Sean) and Daniel Crosson (Nikkole) and four great-grandchildren, Luke, Patrick and Grace Fessenden and Eleanor Spewak.

The family asks in lieu of flowers, donations be made to [savethemanatee.org](http://savethemanatee.org). For online condolences, please visit [www.ShikanyFuneralHome.com](http://www.ShikanyFuneralHome.com)

*"To fly west, my friend, is a flight we all must take for a final check."* – Author unknown



### 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 untrodden sanctity of space,  
Put out my hand, and touched the face of God.  
*John Gillespie Magee, Jr., September 3, 1941*



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## Bernard “Bob” Robert Kibort



Major Bernard Robert Kibort, (Bob as we knew him) was 3 days from 91st birthday when he passed. He was one of the great people of our time. His caring and love for his family and friends was only matched by his desire and need to help others.

He was a military aviator, a commercial aviator, an aeronautical engineer, a coach, a mentor, a museum docent, a husband, and the best friend and father anyone could dream of.

This patriarch of our family instilled values, inspiration, and thirst for living, which had an immeasurable effect on us and all who were touched by him.

I cherished and was fortunate to spend the extra time together nearly every day for over a year, before the very end.

He is survived by his beloved wife Ann, son's Mike, & George and me, daughters, Lisa and Andrea, his niece Bonnie and many grandchildren on both sides of the family.

HE grew up on the south side of Chicago, Illinois. He played football and ran track at Hyde Park High and then at Wilson Jr College, married my mom Bev before going into the Air Force to fight in the Korean war, flying F-86H Sabre Jets and seeing action in 10 missions 1952.

Later, after finishing his Aeronautical engineering degree at University of Illinois, he and my Mom moved to California and bought their first home. There he worked for a high tech company as a sales engineer, and then to NASA- Ames as an engineer to better use his aero-engineering training. He then had two son's with my mom Bev, mike and me.

He then realized his love of flying should be part of any career path he took, so he joined United Airlines for a 25 year career as a pilot. He also joined the reserves (with the Air Force) in the late 1960s and flew cargo missions in Vietnam and Europe. He retired from the military as a Major in Rank

My dad spent a lot of time sharing his love of flying, working on cars, the house and yard. As a devoted father and fanatic lover of skiing, he taught us how to snow ski at age 4 and was passionate about helping us play many sports and to excel in school.

Years later, as a single man, my dad met and fell in love with Ann, who he adored and would go on to spend the next 47 years of his life creating a blended family that continues to share in the closeness that was so very important to him. It was a fantastic time, filled with laughs, lessons, vacations, including, Hawaii, his favorite place.

This was a man who gave so much to his family and others, it's a wonder he had time to do anything for or by himself. He played handball and racquetball, well into his 80's and was responsible for creating two State Champion Pole Vaulters (son's Mike and George) while coaching at Saratoga High school.

He joined the Mighty Guys, (a discussion group) where he engaged in many lively discussions and formed even more friendships. He also loved spending time with his friends in Saratoga, This group in particular was recognized by the city of Saratoga as the “Saratoga Coffee Group”, enjoying many wonderful gatherings and parties over the years. There were so many other dear friends over the years that Bob remained close with until his passing. He also was a Docent at the Hiller museum, so that he could other people understand and share the love of aviation as he did. Eventually, he would have my son Jack help him at the museum weekly for a couple of years as a specialist in the drone exhibit. Jack and my dad developed a special bond during that time together.

Bob Kibort had a profound effect on so many people's lives. He will always be deeply loved and missed. The world is better because he made sure he left it better than he found it. He will be missed by so many whose lives he touched. He got the “soft landing” he talked about and is now soaring with the eagles.

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## John R Turner



John Richard Turner, 85, of Locust Grove, passed away peacefully on December 10, 2021, after a long illness.

Born in Martinsville, VA he was a proud lifelong Virginian. He attended Bluefield College and received his BS from Virginia Tech.

John entered the Navy in 1955 and was commissioned and designated a Naval Aviator in 1956. While on active duty he flew rescue helicopters. (John's name is on the side of the HUP2 helicopter on display aboard the Intrepid Museum in New York.) After active duty, John continued his service in the Naval Air Reserve, flying fixed wing aircraft until his retirement, at the rank of Captain, in 1980.

John loved flying and had a long and distinguished career with United Airlines, flying domestically and internationally until he retired in 1996 as a 747 Captain.

John was a true gentleman; kind, generous, strong, (a bit stubborn) and always willing to help. He had a great sense of humor, loved to tell stories and always had one at the ready. He will be remembered as a good man who loved his family, country and God. We love him and he will be sorely missed.

John is survived by his beloved wife Barbara, children Carol Leggett (the late Craig), Mark (Pat), Cathy Harris (Don) and stepchildren Matt Giddens (Tracy), Julie Doka and Andrew Giddens; grandchildren Shannon, Nolan, Mariah, Michael, Makayla, Sam, Jared, David and Zachary and numerous great grandchildren.

A graveside service will be held at 11 AM Friday, Dec. 17, 2021 at Culpeper National Cemetery (Old site). Reception/Celebration of Life following service. (Details pending)

In lieu of flowers donations may be made to the American Heart Association.

## Alan Verne Mitchell

Captain Mitchell began his flying career as a teenager in Rochester, New Hampshire. On December 17, 1946, just 5 days shy of his 17th birthday, he experienced his first emergency landing.

The Piper J-3 Cub he usually flew was out, so he was assigned another Cub. One plane had a Continental engine, the other a Lycoming. He wasn't told, however, that in order to activate the carburetor heat, one plane's control was "push" and the other was "pull."

Up he went. He engaged -- or so thought -- the carburetor heat. As he told his daughter years later, "I can still see the propeller blade stopped, 'ba-doyng' right in front of my face," his forearm cocked at an angle, gesturing as if it were the motionless blade before his very eyes.

He safely brought the plane down in a pasture coming to a stop in a woodchuck hole. This "maneuver" ended with a broken wheel strut.



Somersworth, NH December 17, 1946

It was only after the plane was repaired that anyone bothered to tell the novice pilot about the carburetor heat controls which explained why Alan was unable to recover from the stall. Undeterred, he earned his private pilot's license before graduating from Spaulding High School as class Vice President.

At Maine Maritime Academy he earned a Bachelor's in Marine Science and was commissioned Ensign, USNR - Third Mate (deck). He was remembered as the "only midshipman who returned from that [second] cruise with more money than he possessed when he had departed" and that "if A.V. can shake the sound of soaring airplanes from his brain he will be an efficient mate for some shipping industry." He never did shake that sound.

Next stops Pensacola and Corpus Christi for Naval flight training. He became carrier qualified aboard the USS Monterey flying SNJ trainers. His multi-engine training was in the PB4Y-2. On March 7, 1952 Alan was assigned to Patrol Squadron VP-29, Whidbey Island, Washington. From 1952-1953 he flew combat patrols in the Korean Theater (based at NAS Kwajalein, Marshall Islands and Atsugi, Japan) and later designated Patrol Commander P2V.



U.S. Naval Air Station, Pensacola, FL



NAVCAD Reunion 1994

National Naval Aviation Museum, Pensacola, FL

He joined United Airlines in July 1955 based in Seattle, assigned to the line as a DC-6 Flight Engineer. In 1957 he was promoted to Co-pilot and transferred to the New York domicile.

Alan married Faridi Sowma, in 1958. They met when their vacation flights connected in St. Croix. Alan knew a pretty lady when he saw one and asked her to move her things so he could sit beside her.

As they taxied, he started “flying” the airplane from his seat. She eventually disclosed she was a Pan Am “stew” and wasn’t impressed. Even though, she accepted his offer to share a cab home and wasn’t surprised when asked to split the fare. The pilots she knew had a reputation for being tight with a dollar. Despite this, 3 months later they were married. Several years later, they moved into their second home in New Jersey with their young daughters, Susan and Monique.

In 1967 Alan was promoted to Captain with B-727 and DC-8 type ratings. He remained on the “8” until his retirement from United on January 1, 1988.



L-R: Captain Mitchell, Flight Engineer Ed Borkoski, First Officer Ken Ernst  
DC-8 Crew 1987

Shortly after retiring from UAL, Alan entered charter aviation type-rated in CE-500 aircraft. He continued flying until the winter of 2002.

His remaining years were spent enjoying his family and friends and his other life-long pastime of gardening. He attended most of his school and Navy reunions and many RUPA luncheons. He passed away at home with his family on Oct 3, 2021 at the age of 91.

Captain Mitchell loved to fly and the people he flew with. He believed in the crew concept: we’re all in this together, so let’s work as a team. That included the cockpit, cabin, ground and office crews. A true patriot, he was grateful for the life he lived and the adventures he had, never taking anything for granted.

Donations can be made to Maine Maritime Academy in memory of Captain Alan Mitchell, Class of ’50:

Maine Maritime Academy  
1 Pleasant Street  
Castine, ME 04420

## Walter C Kimmey



Born August 20th, 1929 in Beaumont, Texas to parents Charles and Freda Kimmey.

Walter attended elementary and middle school close to home in Beaumont, Texas and began playing youth sports.

He loved and excelled in all athletics and played baseball, basketball, football as well as ran track for Beaumont High. He also loved music and was involved in many school and church choirs and glee clubs. Graduated from Beaumont High School in 1946.

Attended Lon Morris College in 1947, played basketball and baseball.

Attended Lamar University from 1948-1950 basketball and baseball.

Walter was a hard throwing pitcher, he played semi-pro 2A baseball in the late 1940s and early 1950s. He continued playing in men's leagues until the late 1960s.

Walter married the love of his life, Eloise Herbert, on August 26, 1950.

Walter and Eloise were married for almost 70 years, until she passed away in June of 2020.

Military service - Army, Corporal 82nd Airborne 1950 - 1952. Korean conflict.

Fayetteville NC. During jump school discovered his desire to fly and become a pilot.

Hired by United Airlines in 1954, flying the DC-6 as a flight engineer.

Soon afterwards upgraded to first officer on the Convair 540.

In 1968, upgraded to Captain on the B727. Based in NYC, LAX, MIA, FLL & PBI.

Captain on the DC-10, based in Chicago in 1981 to 1985.

Returned to Pompano Beach Florida to fly the B727 based in Miami, until he retired in 1987.

They built a beautiful home at Willis Gliderport in Boynton Beach, Florida, in 1987, where he kept an array of private aircraft including his favorite Pitts Special S2A. They spent their summers at their mountain golf course home in Arden, NC.

In 2001, moved to Lake Worth golf community, Winston Trails in Lake Worth, FL. Where he enjoyed many fantastic rounds of golf.

In 2015 moved back to Pompano Beach where they enjoyed their final years.

Walter was raised a Christian and loved Christ.

Captain Walter Charles Kimmey passed away peacefully on December 16, 2021.

Walter is survived by his three children, Lisa Grosso, Lori Kimmey and Wesley Kimmey. Additionally, five grandchildren, five great grandchildren and his younger brother Marvin Kimmey.

*Editor's note.* Walt's son, Wes, included a photo of a painting his dad painted and always wanted to submit it to the *RUPANews* for inclusion but never did. Here you are Capt Kimmey.

*Editor George E*



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



## Terry D Geers



Terry Dwight Geers, age 70, of Naperville, Illinois passed away on Wednesday, January 12, 2022.

He was born on April 8, 1951 in Fremont, Michigan to Fred and Tena (Vander Haag) Geers.

Terry grew up in the small town of Grant, MI where he spent his childhood outdoors, hunting, fishing, and working on the farm. He attended Grant High School and was active in football, basketball, and track.

After graduation in 1969, he attended the Air Force Academy where he played four years of rugby, purchased an orange Corvette, and spent plenty of time skiing.

He graduated from the Academy in 1973, went to flight training, and became a T38 instructor at Reese Air Force base in Lubbock, TX. There, he met Cathy and they eventually married.

His flight career progressed at Scott Air Force base in IL where he became a C9 pilot and continued his service in the reserves before retiring from the U.S. Air Force as a Major after 20 years.

As his military career advanced, Terry and Cathy started their family with the birth of Erin in 1977 followed by Kevin a couple years later. The young family relocated to Naperville, IL in 1981 when he started his commercial flying career with Midway Airlines.

In Naperville, strong roots were established where he was active in the community and committed to his faith through his support of Knox Presbyterian Church.

After a fulfilling career in aviation Terry retired from United Airlines in 2015. Terry was fiercely devoted to all things family which was his number one priority. He was an active participant in coaching his kids' youth sports, supportive of their endeavors, and even shared his excitement for skiing with them. This excitement continued and even accelerated when he was blessed with four grandkids. He was always on the sidelines cheering them on, on the field practicing with them or providing them with all of his wisdom.

Terry couldn't sit still, he was never complacent. In his forties he developed an interest in running which developed into a passion, going on to complete 25 marathons.

He had a love/hate relationship with golf, but always came back for more, particularly when his son or grandson was involved.

His career allowed him to see much of the world and that drove an appetite for travel, exposing his extended family to all sorts of experiences from coast to coast.

When Terry wasn't involved with sports or travel, he was also the ultimate do-it-yourself handyman. If he didn't have his own home project going on, you could find him helping someone else with theirs.

We are confident God has an amazing plan for him in heaven. Papa was a kind and selfless man who will be forever missed by family, friends, and the strangers he never got a chance to meet.

He is survived by his loving wife of 47 years, Cathy (Hodge) Geers; daughter, Erin Robertson and husband Mike; son, Kevin Geers and wife Allison; grandchildren, Isaac & Brooke, Tyler & Ryan; sister, Judy Dalrymple and husband Jim; brother, Dean Geers and wife Tara; nieces and nephews, and many dear friends.

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

## James “J.O.” Martin



Nov 9, 1928 - Dec 12, 2021  
James O. Martin, 93, passed away on December 12, 2021 in AZ following a short illness. J.O., as he was affectionately called by friends and family, was born on November 9, 1928, in Huron, South Dakota to Glenn O. and Myrtle Martin.

His elementary, high school, and first year of college were spent in Huron, followed by three years at South Dakota State University where he graduated with a degree in Civil Engineering. He played Jackrabbit baseball and served on the SDSU University Student Council.

Following graduation he proudly served in the Korean War as a fighter pilot with the United States Air Force (USAF). After returning to civilian life, he was a Captain and Flight Manager with United Airlines before retiring in 1991 after 33 years in Chicago.

The highlight of his flying years came when he joined the Lima Lima Aerobatic Flight Team, a civilian precision formation flying demonstration team based in Naperville, Illinois. Jim performed in air shows across the nation, often cheered on by family, and he made many friends along the way. His "happy place" truly was among the clouds, flying freely through the skies.

He was an avid skier, golfer, and tennis player and a true friend to all who knew him. He was inspired and driven throughout his life to support the many and varied charities that served the needs of people in our country and world.

He is survived by his beloved wife of 71 years, Arlene Johnson Martin, and his children - Kim Paschal (Jim-deceased), Jon Martin (Rita) and Wendy Landers (Tom), grandchildren - Amanda Martin, Nate Martin, Corey Landers, Colleen Landers and great granddaughter Olivia Rhodes. Jim was preceded in death by his parents Glenn and Myrtle, and his sister Betty Schuelke.

Memorials may be sent to Homeless Youth Connection at 9950 West Van Buren, Suite 114, Avondale, AZ 85323 or Evans Scholars Foundation at 2501 Patriot Blvd., Glenview, IL 60026-8022.

## Ed Meisenheimer



Ed Meisenheimer, 91, passed away peacefully on December 29, 2021 with his loving wife, Dolores (Dee) by his side.

Ed was born in Shreveport, LA on March 10, 1930 and the family moved to Corpus Christi, TX in 1931. He graduated from Corpus Christi High School where he met the

love of his life, Dee, and took her to the prom in 1948. He graduated from Texas A&M University in 1952 with a Bachelor's Degree and as a Lieutenant in the U.S. Army. He went off to flight and armory school, then left for Korea in 1953 to join the 25th Infantry Division as a liaison pilot. Ed accompanied the 25th Infantry Division to Hawaii with his family and was honorably discharged from active duty in 1955. Ed and his family returned to the mainland where they relocated to Denver, CO after he accepted a position as a pilot for United Airlines.

Ed continued with the Army Reserves as a Commander of a helicopter unit and was asked to teach DC-8 ground school in 1958. The family grew to include three sons while based in Denver. They continued to travel and lived in Seattle, Washington, D.C., Chicago and Virginia while with UAL. Ed and Dee moved 32 times during their happy life together and enjoyed creating and maintaining friendships throughout the country.

Ed was an avid hunter, fisherman, scuba diver, sailor and enjoyed all school sports. He was a Master Mason and a member of the American Legion for 20 years. Ed ran a charter boat service in Chesapeake Bay for 30 years while working as an airline pilot and then post retirement. In 1995, he and Dee left Virginia and returned to Corpus Christi where Ed became an active member of the Corpus Christi Mustangs, the Art Museum of South Texas, the Former Students of Del Mar College and the George H.W. Bush Library.

In 2016, Ed and Dee relocated to South Florida to be closer to their children, Kyle (Maria), Layne (Lina) and Brett (Tracie). His grandchildren and great-grandchildren gave Ed great enjoyment. Ed lived a life filled with global travel, adventure, laughter and love, and will be dearly missed by so many .

# Flown West

Remembering United Pilots who have Flown West

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

*\*denotes RUPA non-member*

Kenneth E Arfsten *	Sep 2021
Dimitri C Boyaci *	Jun 21, 2021
Fred C Burgess, Jr.	Dec 3, 2021
Carlton "Carl" Bye	Nov 22, 2021
James "Jim" P Cronin	Nov 30, 2021
Joseph F Gamaramo, III *	Sep 28, 2021
Terry D Geers	Jan 12, 2022
Wayne M Graham *	Jul 2021
William "Bill" G Graham	Oct, 2021
Arthur "Art" A Kelly	Aug 23, 2021
Walter C Kimmey	Dec 16, 2021
Scott A Leigh *	Jul 2021
Billy C Leonard *	Sep 24, 2021
James "J. O." O Martin	Dec 12, 2021
Clayton S McFarland *	Nov 22, 2021
Ed Meisenheimer	Dec 29, 2021
Alan "Al" V Mitchell	Oct 23, 2021
David "Dave" G Mosby	Oct 30, 2021
Alan W Minnig *	Sep 2021
Octavio V Pezzi	Aug 12, 2021
Henry "Hank" A Schilling *	Oct 23, 2021
Gary L Siebold	Jun 18, 2021
John R Turner	Dec 10, 2021
Sydney A Wells *	Oct 2021
Joseph A Wilfahrt *	Apr 18, 2021

— OFFICERS —

President Emeritus: The late Captain George Howson
President: Don "Wolfman" Wolfe..... 707-695-2674.....rupapres@rupa.org
Vice President: Dan Petrovich..... 954-288-4343 ..... rupavp@rupa.org
Sec/Treas: John Rains..... 802-989-8828.....rupasectr@rupa.org
Membership Larry Whyman..... 707-996-9312 .....rupamembership@rupa.org

— BOARD OF DIRECTORS —

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John Gorczyca, Jonathan Rowbottom, Bill Smith, Cleve Spring

— COMMITTEE CHAIRS —

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

— AREA REPRESENTATIVES —

Chair: John Gorczyca

Arizona

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

California

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

Colorado

DEN: Denver Good Ol' Pilots...Tom Johnston. thomasjohnston2@hotmail.com

Florida

JAX: Florida First Coasters ...Jim Peterson ..... jepeter44@gmail.com
N.E. Florida...Lowell Johnston..... low1789@aol.com
FLL: Ham Wilson S.E. Florida Gold Coast
Jim Morehead..... moreheadjames@aol.com
RSW: SW Florida...Dot Prose ..... proseda@yahoo.com
SRQ: Sarasota Sunsetters...Chris Wingardh..... chriswingardh@me.com
SUA: Treasure Coast Sunbirds...Bob Langevin..... bob134997@aol.com
TPA: Tampa...Matt Middlebrooks..... immbrooks1@verizon.net

Georgia

ATL: ...Mike Marcano ..... immarcano@me.com

Hawaii

HNL: Hawaiian Ono Nene's...Pat Collins ..... captdad777@gmail.com
KOA: Big Island Stargazers...Linda Morley-Wells... lmwjct@earthlink.net

Illinois

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

Nevada

LAS: Las Vegas...Jack Donahue..... jldonahue@alumni.nd.edu
RNO: Reno's Biggest Little Group... Lyle U'ren..... captlylej@aol.com
Jim Whiteley ..... sandorjim@aol.com

New York

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

Ohio

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

Oregon

EUG: Oregon Coasters..Larry Farnsworth... captainlarryfarnsworth@gmail.com
MFR: Intrepid Aviators of Southern Oregon..Bob. Niccolls....bniccolls@live.com
PDX: Columbia River Geezers...Steve Barry..... sbarry72@comcast.net

Texas

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

Washington

PAE: Pacific NW Flyers...Cort de Peyster..... cortreno@aol.com
SEA: Seattle Gooney Birds...Henry P. Kerr..... henrykerr41@gmail.com

Washington D.C. Area

DCA: Washington D.C...E.K. Williams Jr..... ekwjr@earthlink.net
DCA: Williamsburg, VA/Hampton Roads Area...
Jim Krasno..... krasnojm@earthlink.net

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or send a check to RUPA PO Box 757 Stowe, VT 05672-0757



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## RUPA Luncheon Information

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

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#### **Arizona**

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

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

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

#### **California**

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

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

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

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

SAN: San Diego Co. (2<sup>nd</sup> Tuesday) - *"The Landings, Palomar Airport" - 858-449-5285*

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

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

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

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

#### **Colorado**

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

#### **Florida**

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

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

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

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

FLL: The Ham Wilson S.E. Florida Gold Coast (2<sup>nd</sup> Thursday) - *Galuppi's Restaurant & Patio Bar*

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

TPA: Tampa, Florida Sundowners (3<sup>rd</sup> 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 (3<sup>rd</sup> Thursday 11:30AM) - *The Fish Hopper, Kailua-Kona - 808-315-7912 or 808-334-1883*

#### **Illinois**

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

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

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

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

#### **Nevada**

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

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

Call Lyle U'ren 775-232-0177, or Jim Whiteley 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 (3<sup>rd</sup> Thursday) - *Lager & Vine Gastropub Hudson, OH (Always coed) - Phil: 330-653-8919*

#### **Oregon**

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

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

Call Steve Barry, 503-679-9951

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

#### **Texas**

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

#### **Washington**

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

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

#### **Washington D.C.**

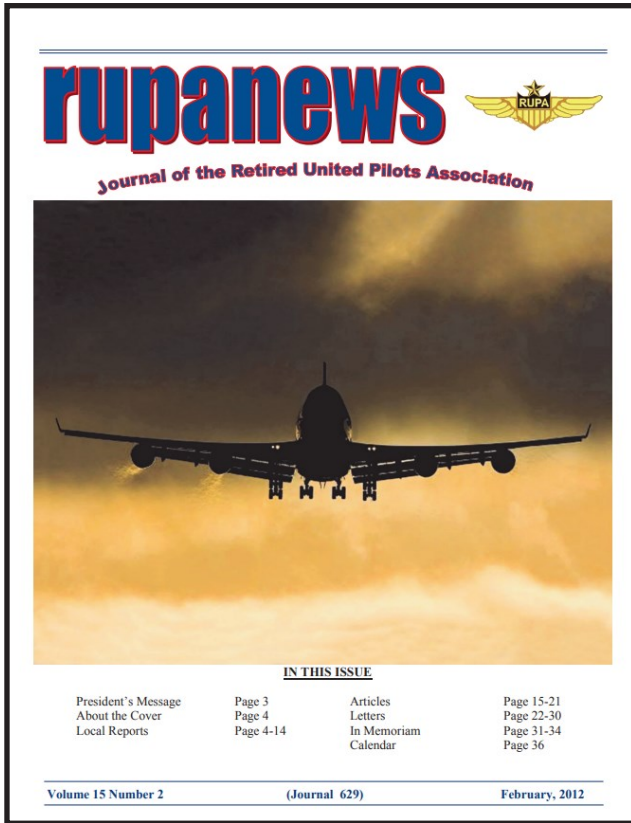
DCA: Washington D.C. Area (3<sup>rd</sup> Wednesday, Jan, Apr, Jul, Oct) - *J.R.'s Stockyard Inn, McLean, VA - 540-338-4574*

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

# A Look Back

United Airlines and RUPA History

10 years ago - Feb 2012



20 years ago - Feb 2002



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



# Member Photos

Member-submitted layover and work-related photos



Approach to SFO - Lesle Thomas



PEK Vegetable Market - by *GeorgE*



St. Elmo's Fire - Dan Romceovich



Last UAL B-727 Revenue Flight  
- Mark McGurk



"TK in the Rearview Mirror" - Last PC  
- Mike Oberbeck

**Feb, 2022 Edition**

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Gouge: It is your birth month.**

**From:**

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**To:**



Aviation art  
by Rick Broome  
See story on pg 42

