

rupanews



Journal of the Retired United Pilots Association



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IN THIS ISSUE

Member Photos	Page 2	There I Was . . .	Page 32
NOTAMS	Page 3	Articles	Page 39
President's Letter	Page 4	Letters	Page 44
From the Editor's Desk	Page 5	In Memoriam	Page 46
Sec/Treasurer's Letter	Page 6	Flown West	Page 51
Travel Report	Page 8	Officers-Board-Chairs-Reps	Page 52
Cruise Update	Page 10	Luncheon Information	Page 53
RUPA History Mystery	Page 11	A Look Back	Page 54
Luncheons / Local Reports	Page 12	Member Photos	Page 55
		Back Cover	Page 56

Member Photos

Member-submitted layover and work-related photos



Randy Trujillo



George Mendonca
Hiller Museum Docent



Dano Robinson



Elester "Rocky" Latham
Aka - Air Force One S/O



747-400 on the tracks.
Submitted by Lesle Thomas



What happens when you leave the cockpit and your Crew Badge is left on your jacket.



Send photos to RUPAEditor@rupa.org



NOTAMS

About the Cover B-727 painting by Walter Kimmey. [Flew West](#) 16 Dec. 2021

About the Back Cover Photos from the collection of Victor Gutiérrez - IAH

DUES

Annual dues will be \$35/year effective 1 Apr 22.

This is for new members and any annual renewals due on or after 1 Apr 2022. See [Treasurer's Letter](#) for explanation.

How to pay your RUPA dues

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

Mark your calendar: SUN-n-FUN EXPO at Lakeland, FL

Check flysnf.org for more info

RUPA Day Scheduled for Thursday, 7 April. 2022

Snowbird NOTAM

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

RUPA
PO Box 757
Stowe, VT 05672



Mark your calendar: RUPANews deadline for letters, luncheons, reports, etc. - 15th of month prior to publication.

Correction - Rick Broom Studios link in the Feb. 2022 RUPANews, page 42 should be www.broomestudios.com.

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

President's Letter

Don Wolfe rupapres@rupa.org



Your RUPA management team has been busy in early 2022. In January, the Executive committee conducted a planning session via Zoom and compiled a list of agenda items for presentation to the RUPA Board of Directors. The list included minor changes to our bylaws, a new five-year financial plan, a dues increase and a discussion about conducting a joint reunion/convention with RAFA and RUAEA in 2023. Another Zoom meeting was held in February for the BOD to discuss the agenda items. This was followed by approval of all items via email as required by our bylaws. We're off to a great start.

I've enjoyed further discussions with [RAFA](#) President Marian Bruns and Don Burbank, President of [RUAEA](#) about our organizations working together for a common good of all retirees. This concept was well under way when Oscar Munoz was CEO with meetings held in Chicago and retirees on the invitation list. Captain Cort de Peyster, the former president of RUPA participated in that program until it ended with Oscar's retirement. Marian, Don and I are working together to revive a new process where our collective voices can be heard.

On the "paying it forward" to the next generation front, RUPA Veep Dan Petrovich is serving as an FAA Designated Pilot Examiner (DPE). His duties include administering flight checks and issuing new pilot certificates. DPE's in recent years had a poor reputation due to a national flight check failure rate in excess of 15%. Highly experienced DPE's like Dan will bring an improvement to the checking process and an assurance that the candidates are examined fairly and properly trained prior to the flight check. Here in Auburn, Ca. we are well underway with our 2022 aviation scholarship program. 3 years ago the [Auburn Aviation Association](#) offered a single \$2500 flight scholarship. This year we are presenting over \$90,000 in flight scholarships and A&P mechanic grants. There is a very long list of active and retired UAL pilots that are working together on this program. The community buy-in has been outstanding. Much like [The Port Townsend Aero Museum](#) created by Jerry and Peggy Thuotte, our program has been a "build it and they will come" story.

Aviation draws quality young individuals that will become successful adults in the future. Those future aviators will, in turn, pay it forward to their next generation and the cycle will continue. You can play a big part in their success by offering your wisdom, experience and positive words of encouragement. I encourage you to become involved in your local [EAA Young Eagles Program](#), flight scholarship program or other aviation mentoring program. Together, we can make a difference.

May you find joy in every day!

Captain Don Wolfe

Welcome New Members

New Member

Capt Jeff "Mach" McDonald
Capt John "Jack" P Bowen
Capt Howard M Bohl
Capt Ron S van Bebber
Capt Keith Tyler
Capt Robert Hobson
Capt John David Drexler
Capt George "Mike" Lorenzo
Capt Fred Medlock

DOM

DEN
EWR
LAX
LAX
ORD
EWR
EWR
SFO
ORD

Spouse

Denise
Nasa
Gail
Kris
Ellen
Rhonda
Chris DeSimone

Home

Evergreen, CO
Lutz, FL
Temecula, CA
La Canada, CA
Phoenix, AZ
Vero Beach, FL
York, SC
San Francisco, CA
Florence, KY



From the Editor's Desk

George Cox rupaeditor@rupa.org



I recently got a letter from a Dave Powers who was doing some research about post-WW2 Caribbean Airlines and came across the name of a former a former UAL Pilot, Kingsbury Parker, Jr. Dave had a couple of UAL-related events he was trying to confirm and maybe we have a RUPArian who can shed some light on the subject.

We do show a K.E. Parker, Jr. in our RUPA database who was hired on 1/3/1940 and resigned on 8/2/1941. I suspect they are the same person. Dave's info also mentions a Harry Bitterman, who we show retired in 1951 and flew west in 1995.

If you have some intel, could you pass it on to Dave and cc me as well and maybe we can include an update of the detective work in a future issue.

Editor GeorgeE

Hello George,

About a year ago I was doing research on post-war airlines in the Caribbean when I came across the name Kingsbury Parker, Jr. Digging deeper, I found that King Parker trained as a civilian pilot in the 1935, joined the US Army Air Corps a few years later, and then signed on with United in January 1940. He was initially assigned out of New York (Newark) on the DST (Douglas Sleeper Transport) and DC-3, before being transferred out to Seattle on the DC-3/DST and Boeing 247. King Parker ended up leaving United in 1941 - last trip on 1 August - and signing on with the RCAF/RAF as a civilian Ferry Command pilot. He spent the duration of World War Two delivering airplanes all over the world. After the end of the war, he did not return to UAL, but rather started his own airline, out of Jamaica and the Cayman Islands, flying the Supermarine Stranraer (of all things) and a PBY Catalina. Still later, he had a charter outfit flying out of Tampa, Florida down south to the Caribbean, South and Latin America. He left flying in the early 1950s, to take over his father's construction business.

In the mid-1980s, King Parker, who was then in his late 80s, dictated his memoirs on to recording tape. The lady who did the original transcription of the tape did not have a familiarization when it came to aviation, nor world geography, so several mistakes may have crept into the transcription. King Parker was just starting to do the first revision when he passed away. The diary then gathered dust for the next 35+ years, until I contacted a member of the family. Unfortunately, the original tapes made by Parker have been lost. In cooperation with his family, I am working on a book based on this diary.

Today, I am looking to get in touch with the person, or persons, who are knowledgeable in specific events in United's pre-war history. In his memoirs King Parker mentions two UAL-related events, and it is these two events that I am trying to confirm.

1. He claims that he, and Captain Harry Bitterman, flew the first United flight into the new New York Municipal Airport (later to be named LaGuardia Field). The date was 24 February 1940. I am not sure of the veracity of this claim. I think that United was flying into La Guardia a few weeks before this. Records indicate the LaGuardia opened for regular scheduled operations on 2 December 1939. Any thoughts on this?

2. In the fall of 1940 (not more specific on the date), King Parker mentions a United DC-3 that belly landed at LaGuardia. I have researched several newspapers and magazines of the time frame and can find no information on this event. Parker was not part of the crew. Again, any thoughts?

So, right now I am looking into the two incidents listed above. There may be a veteran UAL pilot out there that actually knew Parker, but as it was quite a while ago, the chances of that may be pretty slim.

Thanks, in advance, for any help. Please feel free to drop me a line anytime - I always have time to talk flying.

Fly Safe,

Dave Powers

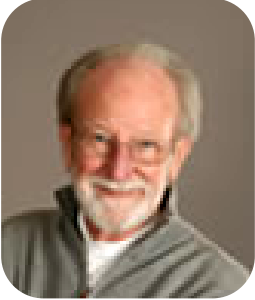
Pensacola, Florida

[email: dave@logbookmag.com](mailto:dave@logbookmag.com)

Secretary / Treasurer's Letter

John Rains rupasectr@rupa.org

What does it cost to produce the *RUPANews*? And why are we raising dues?



The *RUPANEWS* is a great publication and it comes to you every month. The past 4 years have seen the magazine grow in both size and structure. We have added an electronic edition ([eRUPANews](#)) which has been well received. We get compliments all the time. That's the good news. The bad news is that the cost of production has gone up. See the spreadsheet below to help understand the present situation.

You can see that the number of copies mailed each month has declined primarily because more of you are opting for the [eRUPANews](#). It's a superior product since it's in full color and has links to take you to additional features. Each monthly edition is available as the [eRUPANews](#) on the website, so you always have a copy if you have your computer/cell phone with you.

The size of the magazine has gone from 55 pages on average to 62. Cost per copy has increased due to the use of color and the increase in the number of pages and the price of ink and paper. The forecast for 2022 shows costs going up for both production and mailing. We have received an alert from our printer about these changes. In 2021 it cost slightly more than the current dues amount. This is, of course, unsustainable.

Year	Avg # of copies	Avg # pages per issue	Avg \$ / copy	Avg annual cost / member
2018	3,101	55	0.96	\$21.13
2019	3,043	51	0.905	\$20.74
2020	2,844	57	1.07	\$23.89
2021	2,649	62	1.24	\$25.60

IRONY OF LIFE

Remember those days when people used to write diaries and got mad when someone read them...

Now they put everything on facebook and get mad when people don't read them...

Black

and

White

You drop something when you were younger, you just pick it up.

When you're older and you drop something, you stare at it for a bit contemplating if you actually need it anymore.



As a result, the Executive committee has recommended to the Board of Directors that the organization increase dues to cover these cost increases. A meeting of the BOD has approved an increase from \$25/year to \$35/year.

This increase will begin for birthdays beginning in April. So, if your birthday is in March the dues amount is still \$25/year. If your birthday is April 1 or later, it will be \$35. We appreciate donations and one reason we're just now raising dues is because many of you have been making extra donations. That helps to cover the cost of the extra hard copies made each month that go to domiciles, other retired pilot groups, select senior officers in UAL, and promotional issues for active pilots who are retiring each month.

The following may be helpful:

1. If you have an autopay of \$25 or \$30, we'll increase your autopay to \$35. If your autopay is \$35 or more, it will not be changed.
2. If you forget and pay \$25 online, I will send you an email reminding you of the new dues amount and you can go to rupa.org and pay the additional required.
3. If you send a check for \$25, I will send you an email reminding you of the new dues amount and you can either send us a check for the difference or go to rupa.org and pay there.
4. If you pay \$25/year and don't have an email address (less than 150 of us) I'll give you a call.
5. If you're paying for multiple years remember it's \$35/year. If you paid previously for multiple years you will remain in good standing until time to re-up. Remember that you can find the due date for your membership in the address label on the hard copy. For online eRUPANews you'll need to remember it's due on your birthday.

That's about it. We knew this day would come and a comparison of our dues and that of other pilot organizations makes it clear it's time. I belong to 3 other groups and they are all \$50/year. One has no newsletter, and one has quarterly, and one has one every 2 months. RUPA is monthly! What a bargain!

John Rains,

Secretary/Treasurer

By Editor George E

Our Secretary /
Treasurer in his
pre-UAL days



Travel Report

Retiree Travel information



March 2022

Captain Pat Palazzolo
rupapasstravel@rupa.org

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

Dakar, Senegal

Get your ZED tickets ready. The seaside city of Dakar, Senegal on the western coast of Africa, radiates energy and is a safe haven in a region known for unrest. Flamboyantly painted *car rapide* minibuses dart through the streets, and brightly painted and colorful wooden *pirogues*, or canoes, sail Senegal's coastline.

This French speaking city and former colony attracts surfers, and is a regional hub for artists and musicians. It's beach restaurants are a great place to kick back. The city is a center for African fashion—an intriguing attraction even for the unfashionable, like me.

But climate change, overfishing and a booming population may eventually take their toll on Senegal, as in many developing countries.

The ancestors of about 1/3rd of our African Americans were forcibly removed from Senegal on Atlantic slave ships, mostly in the 1700s and 1800s. The historic buildings used for the export of slaves are a sobering experience to thousands of visitors each year.

As of this writing Senegal has one of the lowest rates of Covid and is easy to enter for the vaccinated. It's success with Covid is attributed to its aggressive masking, testing and other precautions early on.

Getting to Senegal is via a combination of flights on United and ZED carriers. Non-stop flights for Dakar, Senegal depart from JFK on Delta, Brussels on Brussels Airlines, Paris on Air France, Lisbon on Air Portugal and Madrid on Iberia. Air Senegal doesn't currently offer reciprocal travel benefits.

Gorée, the most popular visitor destination in Dakar, is a small island off the coast of Dakar which is primarily known for being largest center of slave trade in Africa between the 15th and 19th centuries. This small car-free island was one of the earliest spots that European settlers inhabited. Well-preserved colonial buildings from the French era, narrow streets, small beaches, vivid flowers & trees grace this island. Despite its sorrowful past, Gorée island is a small paradise with so much to see and do. The island consists of 2,000 residents spread over 69 acres which makes the island quite walkable with everything able to be covered in a day.





House of Slaves

House of Slaves is the most visited tourist attraction in Gorée Island. It was the slave market of the island during the colonial era, where merchants and traders used to stop by and purchase slaves. Now it is considered a memorial for the millions of victims of the slave trade.

The famous **Door of No Return** is the symbol for the appalling slave trade and remnant of the dark past of the island. This was the door that slaves passed through before they were shipped off to the unknown. Millions of innocent locals were sold here in Gorée Island to merchants and traders.

The **Musété de l'Institut Fondamental d'Afrique Noire** or **IFAN Museum of African Arts** in Dakar is one of the oldest art museums in West Africa and is home to a stunning display of African art and one of the most prestigious centers for the study of African art.

Village des Arts consists of around 50 studios and workshops in a complex where creative artists perform their work. Aside from IFAN museum, Village Des Arts is one of the best places to see various art disciplines such as sculpting, painting, ceramics, mud crafting, collaging all in a traditional Senegalese style. Every corner and nook of this place has a different aesthetic to offer.



Door of No Return

Feel free to roam around the workshops, pay short visits to artists and chat with them. The down-to-earth artists are very welcoming towards visitors and you'll feel very welcome here.

The restaurants in Dakar are varied and plentiful from relaxing beachside venues to more formal evening settings. Oh, did I mention Senegal is on the ocean? If you like seafood, this is the place.



Pat



RUPA Cruise News

I just finished reading the February issue of the RUPA news and there were several remarks in the various articles about people going on cruises. Some of our members have recently taken a cruise and others are planning on going on a cruise. So, in this Covid-19-era, is it a terrible time to take a cruise?

The feedback from current cruisers says otherwise. For what it's worth, the president of one of the world's largest cruise lines, Holland America, says in recent weeks, he's been seeing the highest customer satisfaction levels ever. And they're consistent with what other top executives at other cruise lines have been seeing. And it matches up with many of the comments about current sailings that are being posted at large cruise-fan-sites.

Most cruise line executives take issue with what they hear from mainstream media covering the cruise industry. That isn't to say there haven't been disruptions to current sailings due to the surge in COVID-19 cases. Yes, passengers have been testing positive for COVID-19 on ships, and they've had to be quarantined as a result. Ships have missed ports at times as various destinations tighten their entry requirements due to the pandemic. It seems most passengers on ships right now seem to be taking it in stride; some say they feel safer on ships than they do at home because of the safety precautions being taken onboard.

People who are more concerned by those sorts of things have been canceling their sailings and taking advantage of relaxed cancellation policies at the many cruise lines. It may be noted that cruise regulars who are cruising right now also understand the industry well enough to know the health protocols on ships are much more rigorous than what is found at travel destinations on land and other land-based venues.

Like many major lines, Holland America is requiring that every single passenger be fully vaccinated against COVID-19 and show proof of a negative COVID-19 test before boarding. Passengers also must wear face masks in indoor areas of ships. While some passengers are testing positive for COVID-19 and being quarantined on Holland America vessels, the numbers are relatively small compared to the total number of passengers on the vessels. And case rates are notably below what has been taking place on land.

What is most important to members of RUPA, Holland has recently extended its COVID-19-era flexible cancellation policy for another five months, through the end of September. The "worry free" policy, which originally was set to expire in April, allows passengers to cancel a cruise without penalty up to 30 days before departure. The policy covers any sailing booked before March 31.

As part of the extended policy, passengers also can cancel for a full refund right up to the day of embarkation if they test positive for COVID-19. So if you have thoughts of going on the RUPA cruise to Alaska, consider the above.

Omicron had a rapid rise to its peak after the holidays and many expect to see it drop just as fast as it went up. We can all be hopeful but most of all, be safe.

You can find information about the cruise at our web site, rupa.org: on the left side of the page, click on [RUPA CRUISE 2022](#), and see all the details of the cruise.

Rich Bouska



EAT. SLEEP. CRUISE. REPEAT!

RUPA History Mystery

RUPArians, are you ready for a RUPA History Mystery? by *Editor George E*

I was recently copied in on an email (below) from a Bob Regan asking about a RUPA certificate he obtained from the heirs of Capt. Leon Cuddeback. The certificate was signed by Leo Kiriloff and Alvert Stainback, RUPA's second and third Presidents. Stainback was VP at the time.

Of course, the Curious George in me surfaced.

How could a RUPA certificate be dated 30 June 1935 when RUPA didn't start until 1963?

His email also references Franklin Rose; both pilots from UAL predecessor, [Varney Airlines](#).

Cuddeback: <https://www.findagrave.com/memorial/84078493/leon-dewey-cuddeback>

Rose: <https://www.findagrave.com/memorial/152781003/franklin-rose>

I did a little sleuthing and found a "[Winchesters with Wings](#)" post in the [Winchester Arms Collectors Association](#) website with a bit more info about a forced landing by Rose.

Bob's email also refers to an article from the July, 1978 [The Vintage Airplane](#) magazine titled *Franklin Rose* by Associate Editor Edward D. Williams (EAA #57010).

RUPA VP, **Dan Petrovich**, said there was a 727 with Cuddeback's name on it and former RUPA Editor, **Cleve Spring**, lived in BOI and said there is a picture of him in the BOI Terminal.

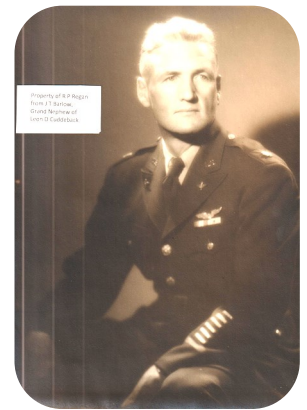
Maybe other RUPA Members can shed some light on this RUPA Certificate History Mystery.

Bob's email:

Subject: Leon D Cuddeback and (Franklin E Rose) Varney pilots Artifacts

I have sent a note to the RUPA org about help in researching the collection of Franklin Rose personal artifacts from his heirs. Here are two from the Cuddebacks heirs I acquired. A story in the July 1978 'Vintage Airplane Magazine' mentions the private collection as well as the Winchester firearm he carried. No picture has been found of his later military career into the 1960's.

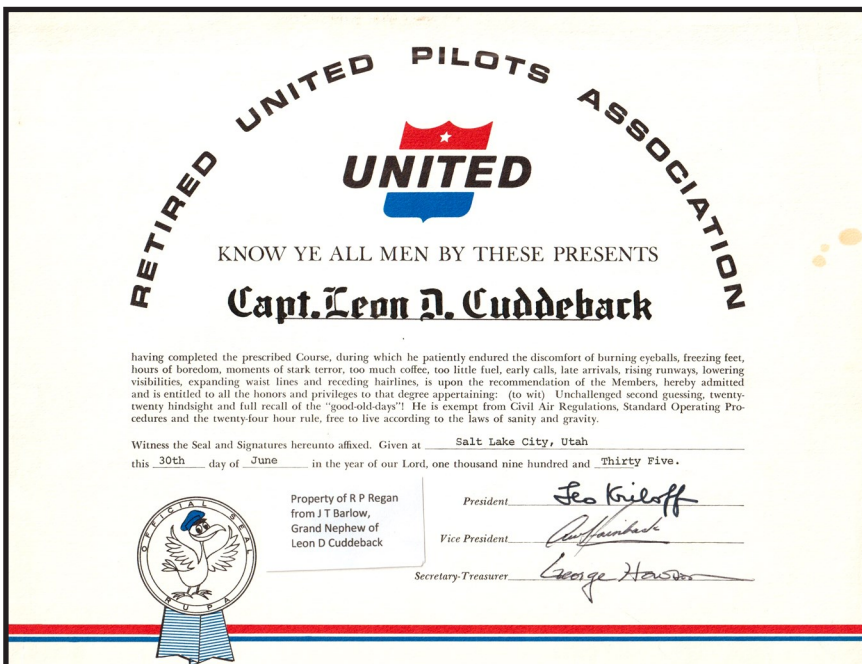
Regards, Robert P Regan rpregan@hotmail.com (775) 253-0504



Leon Cuddeback 1942



Cuddeback B-727-200 N7280U



Luncheons / Local Reports

Check the Luncheon Information page for your area

KOA - Big Island Stargazers

Members gathered at The Fish Hopper restaurant for our first luncheon of 2022, and we welcomed back **Les and Brenda Kimmel** and **Richard Morley's** son, **Michael**. **Les and Brenda** escaped the Illinois cold for a month to enjoy our island weather.

Restaurant Manager **Kathleen** was generous with pupus along with chocolate desserts in honor of **Gerry Baldwin's** January birthday.

Talk story included many aviation exploits, plus the January 15th Tongan tsunami and return of cruise ships to Kailua-Kona. The tsunami did some damage to Kailua pier, scattered outrigger canoes on top of each other and flooded sections of UAL's layover hotel, the Marriott King Kamehameha. Fortunately, our islands escaped any serious damage.

If you are in town on the third Thursday of the month, please join us in historic Kailua Village.

A hui hou...

Linda Morley-Wells



L-R: Don Diedrick, Gerry Baldwin, Tim O'Neill, Les Kimmel, Michael Morley, Richard and Gigi Morley, Brenda Kimmel, Mary O'Neill, Linda Morley-Wells, Walt Wells.

KOA NOTAM:

The Big Island Stargazers' Hilo luncheon will be held at 11:30 am on April 21st at Pineapple's-Island Fresh Cuisine, 332 Keawe Street, Hilo. This is in lieu of our regular monthly Kailua-Kona gathering.

PAE - Pacific NW Flyers

After three aborted attempts in as many days to meet at KAWO for our first RUPA lunch meeting of 2022, we had success, sort of.

Weather in the Puget sound was CAVU in some areas with a big high pressure area dominating the the west coast. The issue was morning sea fog plaguing many of the local aerodromes due to the soggy previous weeks.

Finally on Jan 27, after actually calling off the 4th attempt, by our south sound, resident meteorologist, **Bill Sanford**, two of our group who were not socked in, decided to give it a try.

By 12:30 most of the Salish Sea was in the clear and we had a nice flight and lunch rendezvous at "Ellie's at the airport".

Hopefully next meeting, the weather gods will be more cooperative for our unique little flying RUPA group.

*Respectfully submitted,
Cort de Peyster*



CAVU for our arrival KAWO.
Jack Bard with his beautiful RV.



Sea fog burning off en route from the San Juan islands to Arlington WA. Beautiful Mt Baker in the background.



Don't let you babies grow up to be pilots.
Click photo or scan QR code for video.

CLE - Cleveland Crazies - Jan

On a cold and snowy day in January the Cleveland Crazies gathered in Hudson for lunch and time together at The Lager and Vine restaurant. We had fifteen members and wives present. As usual, the service was perfect and the menu choices were all excellent.

After lunch, we welcomed **John and Joann Pinter** after not seeing them since June of last year. We had many great jokes from **Joe Getz, John Pinter and Dick Sanders**. **Joe Getz** brought us an aviation article and two fun pictures. We also heard about the invitation from SFO RAFA for a February meeting and luncheon at The Walker Recreational Center in Foster City, California.

Cheers, Phil



Standing L-R: Phil Jach, Linda Jach, Joe Getz, Vickie Getz, Teri Holmberg, Mike Holmberg and our servers Steve and Corrin.

Seated middle row L-R: Bob Olsen, JoAnn Pinter, John Pinter, John Hochmann and Rich McMakin.

Seated front row L-R: Bob Lang, Dawn Lang, Carol McMakin and Dick Sanders.

11 JUNE 2022

VAXED and Boosted

CRAZIE'S Summer Fete

At Richard and Carol McMakin's Home

24926 Nobottom Road

Olmsted Township, OH 44138

RSVP to Carol or Richard - Phone:440-235-7595 E-Mail:rmcmakin@sbcglobal.net

CLE - Cleveland Crazies - Feb

On a cold and rainy day in February the Cleveland Crazies gathered in Hudson for lunch and time together at The Lager and Vine restaurant. We had fifteen members and wives and friends present. As usual the service was perfect and the menu choices were all excellent.

We had an update from **Bob Olsen** and **Dick Sanders** on missing members. We had several great aviation stories from **Dick Sanders**. **Mike Holmberg** discussed the move to have a Federal No Fly List for combative passengers. The stories from everybody were interesting and fun to hear. Our next luncheon will be at Lager and Vine on March 17, 2022. As usual we will meet at 1:00 pm.

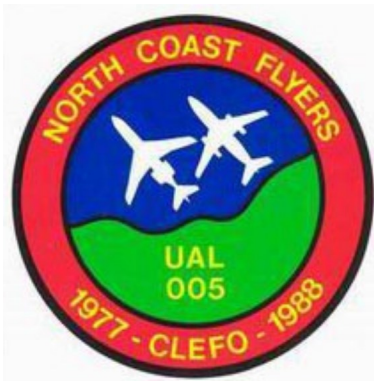
Cheers, Phil



Standing L-R: Phil Jach, Teri Holmberg, Mike Holmberg, Bob Olsen, John Hochmann, and Rich McMakin.

Seated middle row L-R: Dick Sanders, Linda Jach, Dawn Lang and Bob Lang.

Seated in front L-R: Jim Burrill, Monica Burrill, Mary Serpentine, Vickie Getz and Joe Getz.



Directions (you should know by now)

From I-77 or I-71 go west on I-480 and then...

or

From I-80 to I-71 North to I-480 West and then...

To Great Northern Exits, Take Exit 6A South on Rte 252 (Columbia Road) to the German Cultural Center (approximately 2 miles) on Right. Turn East Parking will be along the street or at our house in the driveway.

If you are proud of being a CLEVELAND CRAZY, then you are invited !

We will start at approximately 4:00 pm. Come early and stay late!!!

We ask that you bring a dish to share and any condiments, which might be appropriate.

Please bring your own Particular beverage selection. However, an **Emergency** supply of basics will be available,

RSW - SW Florida Group

Our February 2022 luncheon at the Fort Myers Olive Garden had a turnout of 10. An increase of 4 over last month! It allowed for good conversation and extra special attention from our server, **Mollie**. Perfect Florida weather now on the tail end of a cold front. Conversation covered quite a wide range of topics including unruly passengers, the Spirit-Frontier merger, Varney Airlines, to name a few.

The RUPANEWS editor, **George Cox**, spends about 6 months here in SW Florida and then Colorado Springs. He was able to attend our luncheon today amidst his busy schedule and gave an unprecedented brief on how he organizes all the inputs for the newsletter. His laptop was his visual aid for those of us who were lucky to see what he does to pull this newsletter together. This is no easy task but he skillfully works it all out with the special software programs required to accomplish this editorial job. RUPA is very fortunate to have him doing this. It was an education to see him in action!



The group photo was taken by our server Mollie who actually climbed up on a chair to take it.
CW: Judy Rigsbee, Jim Rigsbee, George Cox, Dot Prose, Mike Jones, Don Wichelt, Gary Crittenden,
Neil Bretthauer, Rip Curtiss and Shirley Curtiss.

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 at 1:00 pm – no meeting, just fun.

The next luncheon is the second Monday, March 14, 2022 at 1130 at the Olive Garden in Fort Myers (12870 Cleveland Ave on Rt 41). All welcome.



Mollie, our energetic server.

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

Yours truly, *Dot Prose*

(*Gary Crittenden*, Senior Consultant).



RNO - Reno's Biggest Little Group

Jim Whiteley



L-R: Gene Lamski, Bill Shepherd, Don Merucci, Gary Dyer and Joe Rajacic.

SMF - Gold Wings

We had a very entertaining and enthusiastic luncheon on this beautiful day in February. The number of participants were light based on the continued concern of the Omicron virus. Will we ever get through these dreadful times? My hunch is that it will happen soon.

In the meantime, we had a lively discussion that covered a range of topics. I discussed RUPA BOD approving honorary members in our ranks and, as a result, the BOD graciously approved my request to bring on **Rick Broome** as an honorary member. Rick was originally hired by United but delayed his school date in order to finish an undergraduate degree. As it stood, the dream for him to fly for United never materialized but he pursued another passion and that was becoming an artist/painter. Rick paints wonderful pictures of both United and military aircraft which are now on prominent display in our *RUPANEWS* magazines. Welcome aboard to Rick.

We discussed the fact that United has increased its training of new pilots to 64 per week. In conjunction with the new pilots being brought on, United has initiated the Aviate program which is a program for bringing on excellent aviators to its ranks.

There was heavy discussion with United announcing the possibility of selling part of its Mileage Plus program. The Frequent-flyer programs are the most lucrative assets at major airlines, typically bringing in as much profit as passenger tickets. Ironically, the Mileage Plus program was considered a deficit program during our bankruptcy years. Go figure!

A brief and unsustained tear was shed when it was announced that Dick Ferris had passed away in January. 5G was brought up since it has made headline news for the airlines and its effect upon the aviation community.

United 4th Quarter results has faced headwinds and were 25% lower than the two years prior. The Goldwingers expressed a sigh of relief when they heard the company is expecting stronger performance results this spring and summer quarters. Go get them United.

As we all have mental confusion occasionally, I thought it would be most appropriate to express to our little group what Arnaldo Liechtenstein had to say about this delicate subject. He contends that uncontrolled diabetes, urinary infection and dehydration contribute to this state of mind. Although I do not have any of these conditions, there must be some other sort of mental change that causes mental confusion like "old age" in my case. **Tom Wright** had an interesting discussion of how he changed from United medical to another company and made out like a bandit.

Lastly, I reemphasized the need to have a retiree badge which will, amongst other things, provide about a 50% discount on delivery of packages.

Good luck to all and I am really excited about the next luncheon which is scheduled for March 7, 2022.

*Still Flying High,
John Gorczyca*



There is great need for a sarcasm font.

Was learning cursive really necessary?



SMF - Gold Wingers



Front L-R: Tom Wright, Kathy Cotter, Trudy Engeldinger, Kathy Lynch, Bob Lynch, Rosemary Authier.

Back L-R: John Gorczyca, Sharon Gorczyca, Marv Alexander, Andy Fossgreen, Ann Blalock, Bill Authier, Joni Cordano, Karl Winkelbrandt, Sean Blalock, Jerry Blalock, Jenny Kallio, John Kallio.

LAS - Las Vegas High Rollers

Six members were unable to attend, but will be at lunch in March.

Our next luncheon will be on Wednesday, 9 March, at the BJ Brewhouse in Summerlin at 1100. All had a fun luncheon...2 hours. Great to be together. Please RSVP.

Jack



Clockwise L-R: Klaus Mueller, Hugh Mattern, Jack Donahue, Ibrahim Garba and Ruth Dixon.

FLL - Ham Wilson S.E. Florida Gold Coast - Jan

It was a great lunch and well attended and we have our next launch will be February 10 and in the month of March for lunch would be March 10 all of which are the second Thursday of each month.

Jim Morehead



Paul Livingway, Bill Garrett, Ham Oldham, Bob Senderoff, Mark Strasfeld, Denny Keast, Gene Anderson, Lyn Wordell just ahead, Jim Morehead, Paul Guidry and Steve Huber. Bart Rolph arrived just after the photo was taken by our gal April, Who serves us well.

FLL - Ham Wilson S.E. Florida Gold Coast - Feb

Our recent RUPA lunch had the biggest turnout for a couple years in our February winter season in south Florida. Obviously lower turnouts for the last few years were because some people looked at Covid and felt they should not participate and attend and everyone should always make their own choices and probably did. The good news it appears that things are getting back to normal and I was happy to see it turn out and we'll continue to do it on the second Thursday of every month and so hopefully people will return.

The lunches used to be the real old guys and now suddenly we are THOSE guys!

For those of you that need to know, spouses and girlfriends and neighbors and friends are always welcome as are people from other airlines even though it's the UAL retired pilots that make up the vast majority of the attendees.

One sad note is that long time Miami pilot **Walt Kimmey** died in December and it's in the most recent *RUPANews*. His son Wesley wrote the article and Wesley is the United pilot who I believe is based in Houston now and hopefully will continue his Dad's RUPA subscription and follow in his footsteps. Walt was a very conscientious pilot with high morals and always supported those who did voluntary RUPA work. He was of high caliber and after the strike he couldn't believe the way United treated their employees and he actually retired about two years early. I had talked to Walt fairly regularly and stayed in touch with him until the very end.

Also we had former Miami crew scheduler and pilot **Dobbie Dobison** and his American Airlines Miami-based son Dan attended the luncheon for the first time as Dobbie recently moved back to South Florida from the Florida panhandle as his wife recently died.

Jim Morehead



CW: Richard Farmer, Jim Good, Jim Morehead, Bob Senderoff, Gene Anderson, Lyn Wordell, Paul Guidry, Paul Livingway, Stephen Hubert, Bill Garrett, Bartlett Rolph, Glen McGarry, Stephen Vella, Mark Strasfeld, Denny Keast, Ham Oldham, Dobbie Dobison and Dan Dobison.

JAX - Florida First Coasters

Severe cold, 65 degrees, couldn't slow us down. **Jim** and **Chrispy** had a bout with the Covid but that didn't stop us. Other members just took the reins. As the diners said, "*we ended up with another fine, fun luncheon*".

Thanks to all who stepped in to assist. We'll be right back at it next month. Set Tuesday the 8th of March at 11: 30 am aside. I'm thinking Aqua Grill near Sawgrass. However, if anyone has a suggestion for time or place just let me know.

The Players Tournament will be in town starting 8 March so that might be a factor. Military Appreciation Day is the 8th. Some might like being there.

Jim Peterson



L to R : Pat Bradley, Laurie Reeves, George & Jacqui Mathes, Sue & Berny Foerster, Bill Gander and Jerry Bradley.

LAX - Los Angeles South Bay

We met again at Mimi's on a fine summer-like day, and enjoyed visiting and catching up on those present and friends absent. **Sue von Nordenflycht** and **Arvi** were absent as her knee replacement was too recent for outings, but is progressing nicely.

Next lunch will be on the Third Thursday in March, hopefully avoiding scheduling conflicts.

Sharon



L-R: Don and Sharon Crawford, Loyd Kenworthy and Adrienne Short, Dan Delight, Tom Reidt and Susan Tyree.

MRY - Monterey Peninsula Lunch Bunch

The 9th luncheon was well attended on a bright very warm day. Most of the corporate jets for the AT&T were gone and peninsula life was returning to normal. Those enjoying a great lunch were **Sharon Nelson, Sunee Jines, Jack Cowles, Ken and Cheryl Bohrman, Diane Emerson, Linda Mackie, Wayne Aleshire, Jon and Jane Rowbottom**, and me. We had several RSVPs cancel at the last minute for not knowing if they possibly had Covid. (Thank you for being cautious!)

Conversation covered the new hiring requirements for both pilots and flight attendants. College is no longer required for pilots. Flight attendants can now display their tattoos and wear make-up and nail polish no matter their gender. Stories of "the last flight before retirement" ran from frustration to fun! What's your story?

Next lunch is March 9th at Woody's at MRY – RSVPs required. Sorry, we forgot to take a photo but all who attended were in good spirits and were glad to get together again! New UAL retirees or current UAL pilots are always welcomed!

Happy St. Patrick's Day!

Phyllis Cleveland

I totally take back all those times I didn't want to nap
when I was younger.

SEA - Seattle Gooney Birds

February 10 was a typical Seattle midwinter day: cloudy, calm, and 50 degrees. Thirteen pilots and five wives gathered at the SeaTac Marriott for lunch and enjoyed the camaraderie, fine food and service courtesy of **Jackie, David** and F&B Mgr **Firas Salman**.

Conversations included jokes and a wide range of flying experiences and, thanks to **Ted Elder**, we resurrected many of the humorous antics of some of Seattle's more colorful Captains dating back to the 60's and 70's. The ongoing Winter Olympics and upcoming Super Bowl were covered as well.

Thanks to **Bud Granley** for the photo assistance.

For the Flock,

Hank Kerr



Wives seated L-R: Carol Granley, Blythe Knechtel.
Standing L-R: Mary Breivik, Moreen Hurst, Kathy Black.



Pilots seated L-R: Rich Hurst, Larry Knechtel, Phil Scott, Doug Whitworth.
Standing L-R: Hank Kerr, Jim Barber, Bud Granley, Bill Sanford, Jack Brown, Alan Black,
George Brown, Ted Elder, Doug Postlewait.

PHX - Phoenix Roadrunners

Greetings from the Phoenix Roadrunners

We had a nice luncheon at "Bobby Q's" with our group of regulars. Several had other appointments but assured us they would be with us at the March luncheon. We usually have March as our last luncheon till next October when we start again. All asked if we could have another one in April, and I said I would take care of it. So, anyone who is around in April, we would enjoy having you with us in April, same time and same place. Who knows, we may want to make April permanent.

Several newly retired and already retired have called to get information to attend the luncheon, and we are grateful to hear and welcome them.

*Warm regards to all,
Frank Soare*



Standing L- R: Dennis Leahy, Renee Libuda, Tom Libuda, Jeanette Soare, Frank Soare, John Baczynski, Dianne Baczynski, Barb Hallberg, Harvey Hallberg.

Front right L-R: Mark Janowski and Werner Schmid.

We offer three kinds of service:

GOOD - CHEAP - FAST

You can pick any two

GOOD service **CHEAP** won't be **FAST**

GOOD service **FAST** won't be **CHEAP**

FAST service **CHEAP** won't be **GOOD**

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SFO - North Bay Group

The COVID bug raised its ugly head again so we decide to go the Zoom route for our February get together. **Dick Lammerding** did the set up but unfortunately was not able to attend. The one advantage of the Zoom format is we get to see members from far and wide. **Ed Daley**, residing on the east coast and RUPA President **Don Wolfe** were able to join us. **Rick Saber** was here saying this was the day he should have been returning from his Antarctic cruise that had been cancelled due to the COVID bug.

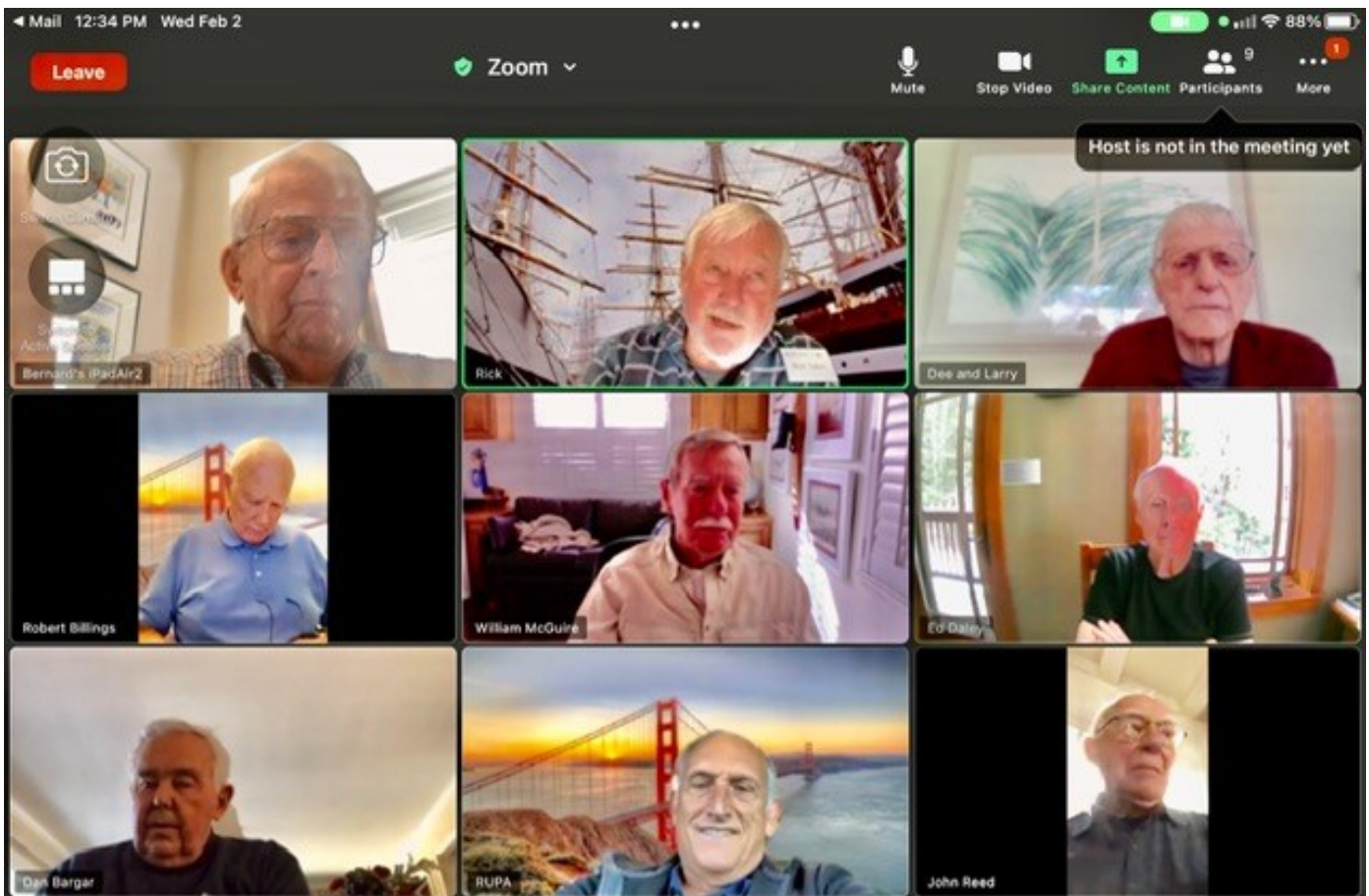
The free Zoom format lasts 40 minutes but enough time to get into some lively discussions. The misfortunes at Boeing and two books, *Flying Blind* and *American Greed* were discussed.

Hopefully in March we can resume our lunch meeting at Cafe Bellini in Petaluma. Stay tuned.

Y'all take care, stay well.

Per Ardua,

Barney



L-R, top to bottom: Barney Hagen, Rick Saber, Larry Whyman,
Bob Billings, Bill McGuire, Ed Daley,
Dan Bargar, RUPA President Don Wolfe, John Reed.

You never know when it will strike, but there comes a moment at work when you know that you just aren't going to do anything productive for the rest of the day.

SNA - Dana Point

It was unusually warm for a mid-winter's day in February. Turned out that Southern California was one of the hottest spots in the country with temperatures up to 20 degrees warmer than normal. Fortunately, The Proud Mary's, our usual venue, is located by the sea so the temperature was moderated to a comfortable 72 degrees. Felt like summer with sunny skies and only a few high clouds. We weren't the only ones lured out by the inviting weather. Traffic to the venue was heavier than expected and our usual close parking spots filled out before we arrived. Our turnout of 19 attendees was the biggest we've had in recent memory. Aside from our usual oval main table seating 12, we commandeered two other tables. As usual, the staff was very accommodating, and our server Ashley was excellent.

New to our meeting was **Jan Heistermann**, a retired United flight attendant. Jan did good service during her time with the AFA and also with the RAFA (Retired Flight Attendants Association). She is currently co-chair of the Orange County Clipped Wings. She remembers flying with some of our senior members when everyone was a lot younger.

There were many individual discussions about a variety of subjects. Among the topics were the Winter Olympics, solar panels, future and potential vacation trips and cruises - even US history. At one table **Bruce Dunkle** recalled flying with captains who were WWII veterans, many of them B-17 pilots.

Carlos Bernhard showed how he could speak without an accent. At the main table someone explained the difference between counting and accounting. "Counting goes one, two, three while Accounting goes A-one, A-two, A-three..." The would-be comedian had to make a hasty exit after that joke.

Whichever table and whatever the topic, all had the usual good time. One difference for the day was that instead of leisurely chatting outside after lunch, we found ourselves wandering the crowded parking lot looking for our cars!

Next luncheon will be Tuesday, March 8 - same place.

Rico Santamari



L-R: Bruce Dunkle, Rico Santamaria, Peggy Dunkle.



L-R: Carlos Berhard, Bill Rollins, Bob Fuhrmann.





L-R: Barbara & Corey Ferguson, Rusty Aimer, Boomer Knutzen, Brian Kenney.



L-R: Bill Stewart, Butch Trembly, Denny Giesea, John Arp.



L-R: Janice Fuhrmann, Cheryl Arp, Jan Heistermann, Merle Santamaria.

DEN - Denver Good Ol' Pilots

On the second Wednesday each month Retired United Pilots from The Denver area and far and wide meet for lunch and social hour at The Golden Corral Buffet and Grill in Aurora, Colorado. Our February meeting began at 11:00 and lasted until 1:00 with nineteen Good Ol' Pilots and guests in attendance.

After lunch **Ted Wilkinson** provided some humor. Then we welcomed two first time attendees, **Kevin Jeffery** and **Larry Hawkins**. We asked Larry to speak about his flying career. We will have Kevin speak next time he attends a meeting.

Larry who turned 65 the day of our meeting said he had been flying for 49 years having begun at age 16 in March 1973. By the time he graduated from high school he had attained his ratings through CFI. He was from Globe, AZ. He attended nearby Arizona State University where he continued General Aviation flying, flight instructing etc. completing ratings through CFII. He also took Air Force ROTC at ASU.

After graduation, he was commissioned in The Air Force and completed flight training at Williams Air Force Base. All of his flying and training to this point had taken place just a short distance from his home. After completing Air Force flight training he was based at Norton Air Force Base east of Los Angeles for 5 years active duty flying the C-141. Next he flew for TWA for 5 years as 727 S/O and F/O and in The Air Force Reserve until retiring. After 5 years at TWA Larry was hired at United in July 1991. At United he worked as Pilot Instructor on the 737-300 and 767, 757/767 F/O, 737-300 Captain and LCA. He retired at United as 777 Captain.

Next **Joe Bacheller** spoke to us about a mission he and his United crew including flight attendants flew to Islamabad, Pakistan in support of The US State Department shortly after 911. The narrative is quite involved; too much to summarize here.

Attending: **Joe Bacheller, Bob and Ann Blessin, Ray Bowman, Tom Bush, Larry Hawkins, Doug Hill, Susan Hytinen, Kevin and Carole Jeffery, Tom and Sue Johnston, Cliff Lawson, Pete McConnell, Mark McGurk, John Penney, Rick Steele, Ted and Rose Wilkinson.**

Tom Johnston



Front table L-R: Tom Bush, Joe Bacheller, Doug Hill, Mark McGurk
CW around the room . . .

Along left Wall: Susan Hytinen, Kevin Jeffery, Carole Jeffery, John Penney
Ray Bowman, Sue Johnston, Tom Johnston, Pete McConnell, Larry Hawkins
Rose Wilkinson, Ann Blessin, Bob Blessin, Ted Wilkinson.

SFO - Bay-Siders

We had our February RUPA luncheon on the 8th. It was right in the beginning of a week of unseasonably warm temperatures. Temperatures reached the high 70's in the peninsula.

Good conversations followed. **Barry Hamley** could not make it as he was recovering from full knee replacement surgery the week before. Naturally, we all began to discuss knee replacement and hip surgeries. Seems that are quite common in our age group. I was lucky, I had a partial knee replacement and walked out of the hospital at 1pm, after arriving at 7am. Orthopedic surgeons and their procedures have really improved the last few years. A few others all had successful procedures done.

Concerning sick list, **Ginny Hamley**, Barry's wife has been pronounced free of cancer. Yeah! **Cyndi Schwager** had a fall at home, which fractured her hip. She had an operation, and 3 screws were put in her right hip. Before her diagnostic x-rays and operation the pain was so bad, she couldn't walk. After the operation there was minimal pain. She will be using a walker for six weeks.

Of course we talked about our airline and experiences we had. **Carol Gillet**, who I have mentioned before, again had some good stories from one of her many areas she has worked in at United. Dick Ferris's death brought about many memories of what he had "done" to our airline, and how it affected our careers. Double thumbs up for former CEO Munoz and CEO Scott Kirby! Taxes and what to do about the mess that is PG & E were topics of concern.

Enough for now. Come join us the second Tuesday of every month at 12 noon, at Harry's Hofbrau, in Redwood City, California.

Rich Erhardt



L-R: Cyndi's walker, Cyndi Schwager, Rich Erhardt, Jeri Johnson, Carol Gillet, Bill Klett and Jerry Terstiege.

I disagree with Kay Jewelers. I would bet on any given Friday or Saturday night more kisses begin with Miller Lite than Kay.

SAN - San Diego Co

Hello from SoCal. Good time of year. Not many tourists so easy to get around.

Brad + Rhoda are on a limited lock-down where they live. **Rhoda** gets in a game or 2 of tennis and also gets in the pool for some laps a couple times a week. Gotta stay in shape and she's doing a good job! Brad gets out for walks on the beach in front of their house. Not a bad life!! Oh yeah, I'm sure a bit of the TV with the Olympics going on in China. Good stuff!!

Scott has decided to check off some items on his "Bucket List". Now, most of us wonder why anyone would jump out of a perfectly good running airplane but **Scott** did. Jumping out at 13,000 ft would give him time to wonder if he did the right thing. Of course, no turning back. I guess the only questionable part of the jump was a bit of head over heels during the first part of the jump. Once the chute was out he described the view and the quiet. Quite the experience. Is he going to do it again? Scott said he doesn't know. I know what my answer would be..... __ __ __ no!! (I jumped about 40 years ago). Expect some news about his future adventures sometime soon, I hope.

JP keeps our Fly-in Luncheon Designation up-to-date. It was supposed to be moderate turbulence on the day of our lunch but it turned out the forecast wasn't right on. **JP** started his airplane, adjusted his seatbelt and pushed his Aircoupe throttle to max and bolted up into the sky at 80 kts. To heck with the turbulence!

My wife and I did see him on approach to the airport we have our luncheons going straight for the numbers from a base leg. JP's Aircoupe is impressive, painted red, white and blue.

My wife and I will be camping in the desert next week and we hope JP can make a fly-in to the little airport next to our camp. There aren't any facilities except a tie down and well maintained strip but nothing around.

Colin mostly talked about his son, **Ross**, who is a firefighter that works putting out the huge forest fires throughout the West. He's working on his Paramedic Degree and we could see the pride in Colin's face talking about his son, Ross. I can't believe we know someone that carries all the heavy equipment into the forest to fight fires. Tough guy!!

Michelle, who owns The Landings Restaurant where meet just sold her restaurant and is going to retire. She's going to buy a house somewhere in Florida and winter in Florida and summer here in California. Can't get much better than that. This will be the last time we will see her as owner and we do hope to see her again in the future. She's been a gracious host. See you around **Michelle** and good luck!

Last month **Susan** and I went camping at Lake Havasu on the Colorado River in our 5th Wheel. There was to be a hot air balloon festival but the winds were too strong to launch. Felt sorry for the balloon pilots. They come from all around to fly and we're grounded by winds. There's always next year so maybe we can see them launch then.

We stayed four nights at Lake Havasu visiting friends and then went to a place called Quartzite, Arizona to set up camp. Since it's Open desert we just pull off the road and go over a few bumps at a slow speed and setup camp. This year we set up camp about 1/2 mile from the main road. Got a fire going, cooked up some grub on the BBQ and relaxed watching the stars through the dark, desert skies. Can't get any better for us.

Map Quest really needs to start their directions on #5.
I'm pretty sure I know how to get out of my neighborhood.

We were camping in the desert with a few of our closest friends (3/4 million) of RVers in the middle of the desert at Quartzite. They estimate 3/4 million visitors during the time it's happening. Lots of RV dealers and quite a few vendors under a huge tent. Anything an RVer could want. Oh yeah, during the rest of the year, the little town of Quartzite is a very sparsely populated stop on I-10. A little like the motorcycle gathering at Sturgis. Good place for an RV trip.

Well, So much for this month.

From us here in SoCal,

Later,
Mark's iPad



Back row: Brad Green, Scott Becker, JP, Colin Winfield, our hostess Michelle
Front row: Rhoda Green, Susan+Mark Mayer

SNA - Dana Point - Maui Annex

Weather has been just great over here in Maui. Other than the big rain in December and a lot of mud, it's been a pretty mild winter and the temps are so pleasant!

Hiromi and I went for a nice lunch at Moose McGillycuddy's in So. Kihei, started talking about some past events and I brought up the recent passage of Dick Ferris and the Strike of 1985.

Hiromi came from PanAm, to United in 1991 (United / PanAm Europe purchase) and she wasn't even in the industry at the time of our Strike so she wasn't really too familiar with the event. I spent the lunch bringing her up to speed on what took place in 1985, how it developed, how adversaries showed their true colors and how friendships were forged for life. I walked a million miles on the picket line with one **Ron Dye**, a fellow RUPA member and I'll never forget his encouragement and great attitude in those difficult weeks...different time and different era...sure got me through...Thanks **Ron!**

To end on a positive note, we are coming to California in June and I will try to be there to make a meeting!

Dave and Hiromi



There I Was . . .

(Please Limit submissions to 1000 words)

There I Was . . . Over Tannersville VOR @ 22,000 feet. . .

By Raymond Lemmon

I was a relatively new captain flying a B-737 trip out of Newark, NJ when I experienced a NEAR DISASTER AT TANNERSVILLE.

It was a ski area not far from the city of Stroudsburg, Pa., about a half-hour drive north of the Lehigh Valley. "Ski area" implies that mountains were nearby, and on top of the highest one there was an Omni Station identified as Tannersville VOR, a component of the FAA airway system. Why am I describing this in such detail?

On November 5, 1969, my planeload of passengers and crew almost died there.

The following is a copy of my report to the United Pilots submitted three days after the incident, addressed to Capt. W. C. Arsenault, Chairman of the United Pilots Master Executive Council (MEC).

=====

UAL Flight 285 was a regular scheduled B-737 trip between EWR and DTW; we filed the standard center stored flight lan on November 5, the day of the incident. Clearance was received prior to taxi as follows: Cleared as filed—Tannersville 12 departure-expect FL 310 after TVE. We took off at 1339Z and shortly changed over to New York Center maintaining 7000 feet. We immediately received clearance to FL 240; report leaving FL 230. We made several frequency changes and vacating reports on the climb; the last was leaving FL 190.

At FL 220, approximately over the TVE VOR, the S/O grasped my shoulder and said, "Look," at the same time pointing to the 11 o'clock position. I saw a large jet aircraft on a collision course to ours at the same altitude converging rapidly. I immediately applied hard left aileron and back pressure to the extent of 2 g's estimated. The aircraft buffeted considerably, but did not stall. We rolled out on a west heading, having gained 300 feet in the maneuver—the time was 1353Z. The other aircraft appeared to be in a slight nose-down attitude, passed very close to our right side, and was identified as a Seaboard World DC-8. I originally thought we had passed each other with 200 feet of separation, but subsequent testimony by the First and Second Officers causes me to feel it was much closer. The S/O stated he vividly remembered seeing the letters "EA" of Seaboard World framed in the side window, and pilots were visible. I was in a poor position to judge the separation due to the left break. Flight conditions at the time were on instruments with visibility limited to 1/4 mile in light precipitation. Our heading was 300 degrees and we estimated Seaboard's to be about 060.

I called New York Center and told them we had had a near miss with Seaboard World over TVE at 220 and would be filing a full report. The center acknowledged and changed us to another frequency where I heard the Seaboard flight making inquiries relative to the near miss. I asked him if it looked as bad to him as it did to us and he said we only cleared by 50 feet. Subsequent computations indicate we only had 4 seconds from the time of first sighting to point of impact.

I sent the Second Officer to the cabin to check on passengers and the Flight Attendants. He reported there were no passengers hurt, but the two girls in the aft cabin were "slightly" injured. One had a sprained back and the other received superficial cuts on her right leg and left ankle. They said they wished to continue to Detroit and see a doctor there, so we flew on to our destination and had an ambulance meet the flight. The girls returned to Chicago later the same day.



In looking back over this incident, several thoughts come into sharp focus. Had the Special Review Board ruling on the crew complement issue for the B-737 ruled differently, I don't think I would be writing this letter today. There is no doubt in any of our minds that if the S/O had not seen the Seaboard flight, the result would have been a mid-air collision—not a near miss. In the year and one half I have been on this airplane, it has been my experience that the S/O consistently observes traffic not seen by the Captain or First Officer.

In a crowded airways system understaffed with controllers and overpopulated with aircraft of vastly different performance capabilities operating on a "see and be seen" concept, how can we consider removing a pair of eyes from the cockpit of a jet transport engaged in short-haul operations—even if we ignore the other contributions made by the Second Officer.

Sincerely yours,

/s/ R. A. Lemmon, Captain, UAL

=====

That letter stirred up a great deal of controversy in the ranks of United's top management and the ATA (Air Transport Association).

An independent review board was created (as alluded to in my letter) to determine if a third crew member was needed. The airplane was certified by Boeing to be flown by two pilots, as was the case in the new plane delivery that Tom Dalstrand and I had taken part in the past December. Management was thoroughly convinced ALPA was "feather-bedding," as previously described in the railroad-firemen-on-diesels issue. I did write the letter myself and was sincere in the statements I made.

Later, I was called to New York to testify at another crew-complement hearing. We won that one, too, but eventually all jets became "two-man crew," including the largest intercontinental 747s.

The incident at Tannersville made national press coverage in newspapers and the weekly business magazines. Even my long-lost brother Richard wrote to me that he had seen it in the San Francisco Chronicle.

Continuing the story of Flight 285, and the events that ensued upon reaching Detroit, an FAA inspector was on hand to interview me. I didn't hesitate for a moment to talk to him, because I knew we had operated within the parameters of the ATC clearance I had received. Then he took me by surprise: "The NTSB (National Transportation Safety Board) wants a hearing as soon as possible. When will you be available?"

I explained that I was on a three-day trip sequence and, as of that time, hadn't been relieved. I also expressed concern about the integrity of my airplane. I felt sure I had pulled at least 2 g's (twice gravitational pull) and maybe more. I suggested grounding the aircraft, pending review of the flight recorder tape and an inspection by UAL maintenance personnel to determine its airworthiness.

The FAA followed through on my suggestion, and our flight was delayed an hour before being released to fly on to Chicago. A conference call between our maintenance supervisor and the Boeing factory in Renton resolved the issue of airworthiness.

They planned to convene a NTSB hearing at Newark when I returned from my trip. I won't go into the details of the NTSB hearing. Suffice it to say that analysis of the recorder tapes revealed that the New York Center Controller misread a vacating report by the Seaboard World flight. They reported leaving FL 220—the Controller read back "leaving FL 230." It was clearly on the tape and that was the cause of the near miss at TVE.

Ray

Editor's note. Those of you who would like a more detailed account of this incident can find it in *Not Flying Alone*. John Rains got the book on Amazon books and said it was delightful.

There I Was . . . With a Wiley Runway Incursion

By Cort dePeyster

Nan and I flew to PSP for Turkey day 2021, at (ex) Karen's and family, in our Marchetti SF-260, light plane. Perfect flying days and wonderful family reunion ensued.

On the way home to Reno, we decided to make a lunch / fuel stop at L35 (Big Bear) FE 6,700' MSL. There was quite a bit of flying activity that day at that airport with the nice Autumn WX and long weekend.

After a pleasant lunch and fuel top off, we lined up on runway 8 right after an experimental plane took off. Poured the coals to the 345 HP Lycoming IO-540, and at about 60 Kts saw a Coyote running out on the runway on a direct collision course with us!

Being below normal rotation speed (75 kts), with not enough space to abort without hitting the poor beast we had a dilemma and quick decision needed to be made.

Decided to try premature lift off, thinking with high prop trust, cool mountain air and ground effect we might just clear "Wiley Coyote" or at worst nick him with the gear.

The trusty SF-260 responded to the aft elevator input and we staggered into the air. Waiting to hear a dreaded thump, "Lady Luck" was with us and no anomaly was noted. The nose was lowered to attain normal flying speed and we proceeded on our 1:45 journey northbound uneventfully.

Having flown all over back country wilderness airstrips of ID, MT, OR, UT, WA, CO, in our old Cessna 195 for 3 decades with wildlife abounding, have never had such a close encounter. To say the pucker factor was high, is an understatement.



Coyote running out on the runway in front of us, and decision made to rotate



Seconds later just lifting off and narrow escape by "Wiley"

Not sure what the take away is on this, other than the words of author, Ernie Gann, "*Fate is the hunter.*" come to mind, and another one of the "*nine lives*" checked off.

An after-action report was sent to the airport manager as a heads up that Wiley "seemed oblivious to planes in his territory. The manager stated, that not only did he hear about the incident, but a local photographer happened to film our takeoff and caught the action on his camera. The photographer graciously sent us the photos attached.

BTW, no Road Runner was observed in the area. Beep Beep

Editor's note for Fact Checkers: Technically it is "[Wile E Coyote](#)" and the "E" stands for "Ethelbert"

There I Was . . . Asking "Are You Still There?"

By Doug Brablec

A long, long time ago, I was a fairly new S/O of the 727 and we were passing over Atlanta enroute to somewhere. As was often the case in those days, Atlanta was stacked up pretty deep and the controller was rattling off clearances at the nice calm pace of a Gatling gun.

Being a good S/O, I was very closely monitoring my panel through my barely open eyes as the drone of chatter came through my headset. The controller was issuing 5 or 6 clearances at a burst before releasing the mic and then the recipients would read back one at a time in order.

This had gone on for a while when, at the end of one of those bursts, there came a very loud gasp for air and dead silence on the frequency. I looked up front and there was the Captain, with mic in hand and a broad grin on his face.

His timing was perfect and, for perhaps 30 seconds, which was a very long time given the situation, there was complete silence on the radio. Then, from what was obviously another aircraft, came the question... are you still there? The controller came back on with a chuckle, confirmed he was, and continued giving clearances but the tension in his voice was gone.

Sometimes a little humor can go a long way.

There I Was . . . Having a quality time with the Grandkids

By RUPA Grandparent



Exploring ancient ruins.

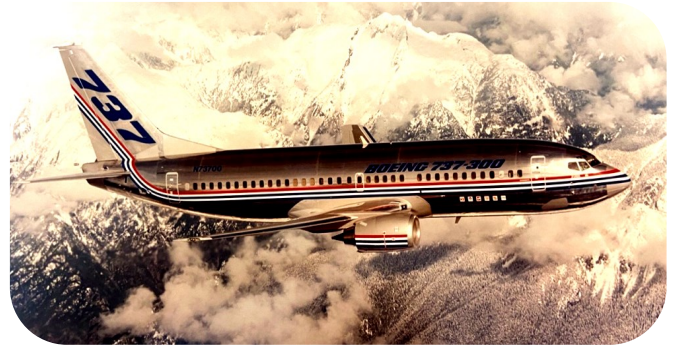


Explaining their complaints as to why my classic car's "phone charger" doesn't charge their phone but actually scratches the screen.

There I Was . . . In a Yuppy Guppy During Stall Testing

By Gary Robbins

I was once again an instrumentation engineer for Boeing Flight Test. United Airlines furloughed me in November 1980, so I returned to Boeing for what turned out to be another four years with Flight Test Instrumentation. In November of 1980, I was on an instrumentation crew on the 767-certification test program. That program concluded, and following various short 747 test programs, I found myself working on the 737-300 certification test program by winter of 1983-84. This was Boeing's first narrow body "electronic" airplane and was affectionately referred to as the Yuppy Guppy which is now called the "Classic 737". The 737-100 and 737-200 are now called the "Original 737".



First 737-300, "Yuppy Guppy", Boeing Flight Test photo, 1984.

Several months into the 1984 flight test program, I was at a monitor station in the back of a Yuppy Guppy. We were flying over the Strait of Juan De Fuca performing stall testing over uninhabited territory. The company usually supplied plenty of free lunch items on test flights rather than flight pay and normally the people onboard gobbled up all they could manage to choke down. But there weren't many takers today when stalls were the main course.



First 737-300, taxis out for test flight, Boeing Flight Test photo, 1985.

Condition 3.2 was a doozy. We'd completed Flaps-UP stalls, and all went well. The next series of stalls were to be at Flaps-1 and Gear-UP. The test pilot slowed below the flap limit speed and the flaps came out to position 1.

"Condition On" came over the intercom. The throttle came to idle; the nose came up and barf bags came out. The speed decayed and abdominals tightened while we assumed this would be another pretty soft yet attention-getting nose drop. Maybe as gentle as a kiddie ride at a traveling carnival. We felt the increasing burble of turbulence and waited for the full stall.

It finally came and felt something like the drop on the Coaster of Terror ride at a major amusement park. The wings rocked up and down and then one wing dropped

like a lead brick. The nose was so far below the horizon we in the back couldn't immediately orient ourselves as to what was happening. I was sure a spin would come next. The G-load rapidly changed from positive to negative and back again. I saw the altimeter start to unwind but the computer monitors were too blurry to read. We felt the rudder banging about while watching the ailerons going from stop to stop. Then we felt ourselves being smashed into the seats as the pilot attempted to pull out of the dive. Loose bolts, pens, and wire trimmings ricocheted in all directions. I hoped Captain Jim McRoberts was as good as Captain Jack Waddell.

He was. We came out of the stall well above the cold salmon-filled choppy water below, but we lost a lot of altitude in the process. Sleeping with those anadromous fish seemed all too real for a moment or two. Some of the recorded structural loads were above values anyone on board liked. After a brief conference call, which included a variety of engineers in the radio room in Seattle, we aborted the remaining testing and returned to Boeing Field. This had been an unexpected result and a review was in order.

Finally, after a minute or two, the test director stated over the intercom, "Condition is Off, by the way."

No sh*t!



Upon landing, most of the free lunch food was still in the galley ice chests but somewhat scrambled. It became a veritable banquet for the shop guys that met us on the ramp.

Typical 737-300 vortex generators, <https://worldofaircraftdesign.wordpress.com/2011/10/23/boeing-737-300-wing-control-surfaces-during-landing/>

We learned that the air flow, while approaching a Flaps-1 stall, separated from the wing in a rapid and unexpected way which caused sudden extreme conditions. The ailerons were ineffective. The wind tunnel tests hadn't revealed this possibility. Eventually, an easy fix was found. Boeing equipped the Yuppy Guppy with vortex generators on the upper wing which yielded a much more benign stall with a quick and easy recovery by any competent pilot. This is only one of the many reasons for extensive flight test programs.

I returned to United Airlines in late 1984 but still inspect the upper wings of Yuppie Guppies every time I ride in them.

There I Was . . . Flying With a WW2 POW

By Larry Darnell

I am looking at a book titled " *Yanks in the RAF*". I bought this book because I remembered the one and only trip I had with Captain Morris W. Fessler.

In 1968 I was flying as a SFO DC-8 F/O when I met Captain Fessler and during our trip together heard his flying life story.

This is his story as I REMEMBER IT.

In June 1940 Morrey was just 21 years of age and graduating from the Boeing/United new hire Pilot training school when a spokesperson from the RAF gave a lecture on the war in Europe and asked for help. Morrey, instead of joining United, went to Europe and joined the RAF.

On October 28, 1941, over Boulogne France, he was flying his [Spitfire](#) and strafing a train when it blew up and the shrapnel caused him to make a forced landing.

He was in the POW camp until four months before the European War ended. It was then that the allies swept through his POW camp, released all prisoners and told them

to, on their own, report to someone, somewhere behind the lines. The POW camp was almost empty and only five POWs remained. The allies also gave them \$7 Million 600.000 in script.

The five POW men whom had been in prison for almost 4 years and with almost 8 million dollars in their pockets decided to report to headquarters via Paris.

One month after the War in Europe ended and 5 months after being freed from the camp. The five POWs reported to headquarters. BROKE. All the script was gone. However, they left many new friends in Paris.

Morrey continued with the RAF until he returned to United In 1947 and retired in 1978.

There I Was . . . Hanging On To The Strut Doing Donuts In The Water

By Capt John Davis

Reading the stories about aviators ending up in the water reminded me of when I was 17 and flying a J-3 cub on floats. I loved flying that airplane off the water. I hated getting it started.

For those of you that are not familiar with the ancient J-3, it did not have an electrical system, which meant you had to prop the engine to get it started. At 130 pounds, standing in front of the prop and pulling it through was a scary proposition. I was just sure that I was going to lose a hand or some other body part in the process. In my mind, it was like trying to start a 4-cylinder 65 hp lawnmower by grabbing onto the blade.

Now, on a float plane, there is no standing in front of the prop unless you can walk on water. So, the technique was to grab on to the wing strut and throw yourself into the prop to get the darn thing started. Usually, after a try or two the wind would blow me into shore, and I would have to paddle out again to give it another try. Eventually, I would be successful and head out for a wonderful adventure in the sky.

It was suggested to me by my Dad that I did not have right technique to get the thing started. "Did you give the engine three full strokes of prime?" "Yep", was my response. "Did you pull it through a couple of times with the mags off?" Again, my response was, "Yep." "Then did you turn the mags on and crack the throttle?" "Uh, I am not sure I cracked the throttle."

So, with my newfound knowledge, I waded out to the J-3 that was waiting for me at the mooring. A quick walk around (or wade around) and I was ready. Got out the small paddle to maneuver the J-3 a short distance clear of the docks and other boats. I followed the procedure exactly as detailed to me but when it came time to crack the throttle, I was not sure how much. Half-way seemed like a good compromise. Standing on the float and hanging off of the wing strut I threw myself toward the prop. To my complete surprise the engine started on the first try. In fact, I was so surprised that I fell off the float as the J-3 started gathering speed. I grabbed on to one of the struts on the float as we roared off. There I was hanging on to the strut, which caused the plane to start to move in a big circle, dragging me along.

If you remember back to the beginning of the story, I said the wind was on shore, so each circle brought me closer to the dock. I could hear folks on shore yelling at me to do something. After a couple of circles with me holding on for dear life, I finally summoned up enough strength to pull myself onto the float and flop into the rear cockpit. I regained control of the beast and headed out for another adventure in the sky.



Hmmm?

Articles

Industry related news and other articles

Cataract Surgery May Reduce Your Dementia Risk

By Nicholas Bakalar/The New York Times



Surgery to remove cataracts, which cause the eye's normally clear lens to become cloudy, can restore vision almost instantaneously. New research suggests cataract surgery may have another benefit as well: a reduced risk for Alzheimer's disease and other forms of dementia.

For the study, scientists looked at 3,038 men and women with cataracts who were 65 or older and free of dementia at the time of their diagnosis. Of these, 1,382 had cataract surgery, and the rest did not. All of the subjects were part of a decades-long memory study that followed them over decades.

The researchers found that the overall risk for dementia was 29 percent lower in those who had cataract surgery compared with those who did not.

The researchers also looked at glaucoma surgery, another type of eye operation that does not restore vision but can help prevent vision loss. It had no effect on dementia risk.

The study, in *JAMA Internal Medicine*, adjusted for age at first diagnosis of cataracts as well as various risk factors for dementia, including few years of education, smoking, a high body mass index and hypertension. The only trait that had a bigger impact on dementia risk than cataract surgery was not carrying a gene called APOE-e4 that is linked to increased risk of Alzheimer's disease.

"We were astounded by the magnitude of the effect," said the lead author, Dr. Cecilia S. Lee, an associate professor of ophthalmology at the University of Washington.

The authors note that this is an observational study that does not prove cause and effect. But they suggest that this may be the best kind of evidence attainable, since a randomized trial in which only some people are allowed to get cataract surgery would be both practically and ethically impossible.

"People might say that those who are healthy enough to have surgery are healthier in general, and therefore less likely to develop dementia in any case," Dr. Lee said. "But when we see no association in glaucoma surgery, that supports the idea that it isn't just eye surgery, or being healthy enough to undergo surgery, but rather that the effect is specific to cataract surgery."

The findings bolster earlier research showing that vision loss — as well as hearing loss — are important risk factors for cognitive decline. People who have trouble seeing or hearing, for example, may withdraw from activities like exercise, social interactions, reading or intellectual pursuits, all of which are tied to a lower risk of dementia.

But the researchers also suggested a possible physiological mechanism. The visual cortex undergoes changes with vision loss, they wrote in the paper, and impaired vision may lessen input to the brain, leading to brain shrinkage, also a risk factor for dementia. At least one previous study found an increase in the brain's gray matter volume after cataract surgery.

While the exact mechanism for the benefits of cataract surgery remains unknown, Dr. Lee said it's not surprising that some of the changes we see in the eye might reflect processes in the brain. "The eye is very strongly connected to the brain," he said. "The eye develops in utero from the brain and shares the same neural tissue. The eye in development comes out of the forebrain."

Dr. Chin said that the most important question for him going forward is what this means for doctors and patients. Doctors in primary care clinics or those who treat memory need to screen more for visual decline, he said, adding that, "We can talk to people about potential brain health improvements with cataract surgery as well as the need to address vision throughout one's life as a means of protecting cognition."

Military Pilots' DNA May Hold Key to What's Causing Their Prostate Cancers



Jeff Jones, then a Navy captain, flies at Top Knife, the Air Force's fighter doc school, during an assignment as the chief of aerospace medicine with the Air Force's 147th Medical Squadron. Jones is now the chief of urology at the VA Medical Center in Houston and leading a study into why so many military pilots get prostate cancer. Courtesy / Jeff Jones



Radars, magnetrons, and other toxic exposures may leave unique signatures on aviators' cells, giving researchers the first evidence of cause.

BY TARA COPP

SENIOR PENTAGON REPORTER, DEFENSE ONE

While military pilots are getting the first acknowledgment that they are at higher risk of certain types of cancers, they still don't know why, whether it's something in the cockpits or on the flight decks—or something completely unrelated—that they were exposed to during their flying careers.

But one study is betting the answer may be found in their cells and DNA.

Dr. Jeffrey Jones, a career flight surgeon, retired Navy captain, and current chief of urology at Houston's VA medical center, is shaping a study to look at the one of the markers that various toxic exposures leave on the cells of military pilots who have been diagnosed with prostate cancer. This marker, called DNA methylation, often precedes a mutation that leads to cancer, Jones said.

"If we find these areas of methylation, often the cancer is very close by there," Jones said. "In other words, there's been a field change associated with some exposure that produced methylation, and then later, the cell's development of frank carcinoma. So there seems to be a progression from 'normal,' to a methylation event, that leads to a subsequent cancer."

The idea is that each different type of exposure, whether to solvents, fumes or the electromagnetic radiation emitted from radars and magnetrons, will produce a distinguishable methylation pattern, whether it's found on a DNA strand or another of the microscopic components of a cell.

"We don't think it's going to be exactly the same, but we think it's going to be a similar pattern so that hopefully we could recognize it," Jones said.

Looking at methylation patterns has also been used to show links between cigarette smoking and cancer.

Jones said his researchers would also be looking for other signatures that toxic exposure can leave on DNA or elsewhere in a cell. He said these might include specific types of chromosomal aberrations; copy number alterations, which occur when the numbers of copies of a specific gene that get replicated change; and other mutations of either the nuclear or mitochondrial DNA.

Mike Crosby, a retired Navy commander who served as an F-14 radar intercept officer and now leads the non-profit group Veterans Prostate Cancer Awareness, has also been pressing industry to study the levels and types of radiation that each piece of equipment emitted.

Pilots spent hundreds, and sometimes thousands of hours sitting just behind powerful avionics equipment that was placed in the Tomcat's nose cone. He questions whether there was adequate shielding in those older jets.

"It's long overdue that the services conduct an in-cockpit test to measure the radiation effects they are being exposed to," Crosby said.

It's hardly just a problem for military aviators. For years, service members who have suspected their cancers or other illnesses were caused by toxic exposure—for example breathing in particulate matter from massive burn pits or getting exposed to radiation or chemical weapons hazards—have struggled to get the Department of Veterans Affairs to recognize their claims.

That has begun to change. A flurry of legislation and momentum generated by private veterans organizations and within the VA has begun to take the onus off the veteran to prove a link.

"It's very hard to determine if a specific exposure causes a particular effect in retrospect," Jones said. "That's why we need to look for patterns of change that are similar in these individuals, which can define a molecular signature, and begin to make an attribution of different types of exposure."

The study will be limited to prostate cancers to further reduce variables. Prostate cancer manifests in a similar way in about 85 percent of men, Jones said.

But it's also personal for Jones; as a Navy flight surgeon assigned to the U.S. Marine Corps, he flew hundreds of hours on a variety of aircraft, including the EA-6B Prowler, the F-18 Hornet, AH-1s, C-40s, and C-130s.

In 2019, at 59, he was also diagnosed with prostate cancer.

An Air Force study released earlier this year found that pilots were 23 percent more likely to develop prostate cancer than non-flying service members and 19 percent more likely to develop prostate cancer than the U.S. general population.

Jones said about 1,000 military aviation veterans have signed up to be part of the study, which is being supported by Veterans Prostate Cancer Awareness. The study would examine the service histories of those veterans—where they served, what they flew, what ordnance and equipment was on board, and other health factors to begin to isolate causes.

The study has not yet begun, Jones and others are still working to secure funding for it and hosting a fundraiser with Veterans Prostate Cancer Awareness aboard the retired aircraft carrier USS Midway in San Diego this month.

[HTTPS://WWW.DEFENSEONE.COM/THREATS/2022/02/MILITARY-PILOTS-DNA-MAY-HOLD-KEY-WHATS-CAUSING-THEIR-PROSTATE-CANCERS/361439/](https://www.defenseone.com/threats/2022/02/military-pilots-dna-may-hold-key-whats-causing-their-prostate-cancers/361439/)

Walking Just 10 Minutes a Day May Lead to a Longer Life

By Gretchen Reynolds/The New York Times



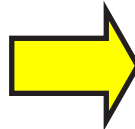
If almost all of us started walking for an extra 10 minutes a day, we could, collectively, prevent more than 111,000 deaths every year, according to an enlightening new study of movement and mortality. Published this week in JAMA Internal Medicine, the study used data about physical activity and death rates for thousands of American adults to estimate how many deaths every year might be averted if everyone exercised more. The results indicate that even a little extra physical activity by each of us could potentially stave off hundreds of thousands of premature deaths over the coming years.

Already, science offers plenty of evidence that how much we exercise influences how long we live. In a telling 2019 study published by the Centers for Disease Control and Prevention, more than 8 percent of all deaths in the United States were attributed to “inadequate levels of activity.” A British study from 2015 likewise found that men and women who exercised for at least 150 minutes per week — the standard recommendation in Britain, Europe and the United States — reduced their risk of premature death by at least 25 percent compared to people who exercised less. More dramatically, a 2020 examination of the lifestyles and death risks of about 44,000 adults in the United States and Europe concluded that the most sedentary men and women in the study, who sat almost all day, were as much as 260 percent more likely to die prematurely as the most highly active people studied, who exercised for at least 30 minutes most days.

But much of this past research relied on people’s often unreliable memories of their exercise and sitting habits. In addition, many of the studies that delved into the broader, population-level impacts of exercise on longevity tended to use formal exercise guidelines as their goal. In those studies, researchers modeled what would happen if everyone started working out for at least 150 minutes a week, an ambitious and perhaps unachievable goal for the many people who previously have exercised rarely, if at all.

In the new study, researchers at the National Cancer Institute and the C.D.C. decided instead to explore what might happen to death rates if people started moving around more, even if they did not necessarily meet the formal exercise guidelines. But, first, the researchers needed to establish a baseline of how many deaths might be related to too-little movement. So, they began gathering data from the ongoing National Health and Nutrition Examination Survey, or NHANES, which periodically asks a representative sample of the population about their lives and health. It also provides some of them with activity trackers, to objectively measure how much they move.

A new aircraft has been developed that will not crash. It's made of rubber, polymers and will simply bounce. It was developed by Boeing, Boeing, Boeing.



LOL. I'm smilin' at that one.

The researchers now pulled information from 4,840 participants of different ethnicities, male and female, who ranged in age from 40 to 85. All had joined the survey between 2003 and 2006 and worn an activity monitor for a week. Based on that data, the researchers grouped people according to how many minutes they walked or otherwise moved most days. They also checked people's names against a national death registry to establish mortality risks for the various activity levels.

Using those results, they began creating a series of statistical what-if's. Suppose, the researchers asked, everyone who was capable of exercising began exercising moderately, such as by walking briskly, for an extra 10 minutes per day, on top of how much or little they currently worked out? How many deaths might not happen?

The researchers made adjustments to account statistically for those people who were too frail or otherwise unable to walk or easily move around. They also considered age, education, smoking status, diet, body mass index and other health factors in their calculations.

Then, the researchers ran the same statistical scenario with everyone working out for an extra 20 minutes a day and, finally, for an extra 30 minutes a day and checked the mortality outcomes.

Quite a few people would live longer in any of those scenarios, they found. According to the modeling, if every capable adult walked briskly or otherwise exercised for an additional 10 minutes a day, 111,174 deaths annually across the country — or about 7 percent of all deaths in a typical year — might be avoided.

When they doubled the imagined exercise time to an extra 20 minutes a day, the number of potentially averted deaths rose to 209,459. Tripling the exercise to 30 extra minutes a day averted 272,297 deaths, or almost 17 percent of typical annual totals. (The data was gathered before the pandemic, which has skewed mortality numbers.)

Those figures might seem abstract, but, in practice, those hundreds of thousands of deaths forestalled could turn out to be deeply personal. They could mean avoiding the early death of a spouse, parent, friend, grown child, co-worker or, of course, us, said Pedro Saint-Maurice, an epidemiologist at the National Cancer Institute, who led the new study. "There is a message in this data for public health entities" about the importance of promoting physical activity to reduce premature deaths, he said. And the message applies equally to each of us.

So get up and walk or engage in some kind of moderate physical activity for an extra 10 minutes today. Invite your friends, colleagues and aging parents to do the same. "In this context, a little additional physical activity can have a huge impact," Dr. Saint-Maurice said.



Letters

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

Jim Biestek – Tucson, AZ

Another year gone since that final landing 24 years ago. It was a good one, I humbly admit. Probably because I disarmed the spoilers, the weather was CAVU and the runway was long, rather than some level of innate talent. Or maybe my copilot nudged the yoke a bit.

Like many others, my wife and I have pretty much given up on air travel, choosing, instead, to go by RV. The nightly news regularly tells us it is the right decision. But, we do see some long distance trips coming up that will require some flexibility in that regard. That old fifth wheel just isn't going to make it to London or Australia, no matter how good the truck is. But, I'm having trouble seeing myself masked up for 16 hours, stuck in a plane full of other grouchy travelers.

We definitely are enjoying seeing the good old' U S of A from ground level. On our trip last summer we discovered two out-of-the-way towns, Oswego, KS and Pawhuska, OK. Oswego (home of the January 1979 playmate of the month) has the world's largest mining shovel and we could, and did, climb all through it, including the control cab.

Pawhuska is a main town of the Osage tribe and is one of the locations of the events in the book "Killers of the Flower Moon", which is a true story. While we were there they were filming a movie about that book. It is directed by Martin Scorsese and stars Leonardo DiCaprio and Robert De Nero, so it's not a low budget, slouch movie. What was really interesting is several of the support crew, such as set builders, were staying at our RV park and they gave us a bit of insight into movie making. We also got to talk with a few of the Osage descendants of the victims that were written about in that book. With no exception, they were very, very nice, gracious people.

This year we plan to head for Creede, CO and take in a couple of the plays they are so famous for and then spend some time in the Denver area visiting old (and getting older) friends, and also going up to Grand Lake to see our granddaughter.

There is one thing that will be of interest to lots of the older members of this group. One Sunday we stopped in at a restaurant in Castle Rock, CO, where Mike Boyle was broadcasting one of his Lunch Bunch events. The older guys in this group will remember Boyle's Bar and Grill, which was a short walk from the Cherry Creek Inn. For you younger folks, the CCI was the hotel in which UAL used to put us up during training. It was in that bar, during the unpleasantness of 1985, that the infamous clicker event occurred. As a result, the pilots stopped patronizing that watering hole and we found a warm welcome at Boyle's.

My wife and I got to talk with Mike and he was genuinely pleased to talk to an old UAL pilot from "back in the day". He kept referring to all of us as "my boys". I think he remembers everything that happened back then. He mentioned F. Lee Bailey, a name I had almost forgotten. Back then Mike was, and still is, one of the strongest supporters of all UAL employees. It was a pleasure to talk with him.

If any of you ever get a chance, stop by one of his events and say hello. He has programs on 710 KNUS every Saturday and Sunday where you can find out where he is.

Add my thanks and appreciation to all you folks who put together the RUPANEWS. U da best!

That's it for now. Be on the lookout for my next posting. I do one every 24 years.

Still just hanging around in Tucson.

Jim

Kingsley Purton - Brandon, FL

Thirty two years retired. One more and I will then be retired longer than I worked for UAL. No more skiing or sailing but still competing on the golf course, thanks to the handicap system. Best to all from Madelon and myself after celebrating our sixty ninth wedding anniversary last July.

King 1956-1990

George Nolly – Castle Rock, CO

First of all, once again THANK YOU to everyone involved in this magazine!

This was an interesting year. In August I returned from COVID-avoidance lockdown to TK as a Fleet Technical Instructor (previously called Academic Instructor) on the B737. I got back up to speed pretty quickly, and now really enjoy the job. On the flip side, I absolutely HATE the drive from Castle Rock to TK, and typically give myself 2 hours to get to work to plan for the occasional parking lot that crops up on I-25. When I arrive early, I have an opportunity to go to the always-empty gym in the basement.

Almost all of the trainees are either new-hires or new Captains, and I enjoy the opportunity for mentoring. Although I enjoy the work, the FTI employment contract leaves a lot to be desired, especially after coming from a pilot background. United's FTIs are the lowest-paid of any major carrier. For example, new-hire FTIs are paid \$5,500, while American pays \$8000 and Southwest pays \$9100, with a \$20K bonus after one year. If I was willing to relocate to Dallas, I'd be at SW in a heartbeat. There are a lot of quality-of-life issues that need to be ironed out in the pending negotiations. That said, the employee benefits at United are really terrific. My health insurance (Traditional Medical), dental insurance and life insurance all total to about \$1500, which is less than what I was paying just for retiree life insurance.

I had a really neat experience in 2021. The "So Proudly We Hailed" group selected a Vietnam combat story of mine to create a short musical. Their interview with me and the musical is on YouTube. If you search "the things we miss george nolly" you'll find them. It was really a lot of fun working with a lyricist (my son Steve) and a musician to create a really well crafted production.

Here's a United flying story: In June 2004 Nick Hinch and I flew a 777 trip JFK-NRT-ICN-NRT-JFK. On the ICN-NRT leg Nick left the cockpit for the blue room. Like a good boyscout I put on my oxygen mask until he returned. But something felt wrong. My face itched and I felt grubby. Obviously dust in the oxygen mask. I was in training for a fitness contest called "The Arnold Pump and Run". It consists of bench

pressing your bodyweight for a maximum number of times up to 30 reps. Each rep subtracts your time for the 5K race by 30 seconds. So pressing 30 reps would reduce the time by 15 minutes. But it gets better: after age 60 (which I would be in the 2005 event) you only need to bench press 70% of your body weight, which meant I would only need to press 110 pounds. I had it made! And I was cutting a few seconds off my 5K time every time I ran. I figured that by race time I would have my time under 20 minutes, which would give me a race total of 5 minutes, good enough to put me in the top 20 or so finishers.

When we got to NRT I went out for my usual run, and couldn't even finish. I was totally out of breath. When I got back home, I had the same problem in my running. I went to see a pulmonologist, did a lot of tests, and he announced "You have asthma. You caught it from the dust in your oxygen mask." CAUGHT asthma? "You can't catch asthma" I protested. He responded "Tell that to all the people who caught asthma from the Hama fire". So I asked "How long will I have it?" He answered "Just the rest of your life".

And I still have it 18 years later. Other than asthma, I'm in pretty good health, although I contracted Celiac Disease shortly after receiving the Covid vaccine. I was able to perform my age (76) in pushups for my last birthday, but knocking out 77 this year will really be a challenge. But I CAN bench press my entire body weight (155) for 30 reps, so I think that will be my continuing goal for the next 30 or so years.

I'm really hoping all of you stay safe, wear a mask around strangers, wash your hands, and don't migrate to the back pages!

George



In Memoriam

RUPA members who have Flown West

John S Allen

December 23, 1931 to April 22, 2021



John was born in Duluth, Minnesota and spent his early years in Minneapolis. He graduated from the University of Minnesota with a BA in History. He attended with the help of the NROTC and was commissioned into the US Navy in 1955. He became a Naval Aviator and

flew the Cougar, the Fury and the Crusader from aircraft carriers Hornet, Ariskany, Ranger and finally the Kittyhawk. As Lieutenant Commander on the Kittyhawk he acted as the Landing Signals Officer and the Aircraft Handling Officer. He left the navy in 1966 and worked with United Airlines for 26 years, initially as a flight instructor in Denver and then flying the line in California and Denver on the DC6, DC8 and DC10 and most of the Boeing aircraft during his career. He retired in 1991.

He married Marion Gilbreath in June 1974 in Laguna Beach, California and they lived in Newport Beach for the first four years of their marriage. While in Newport they enjoyed sailing, hiking and their good friends at the South Shore Yacht Club. They bought a wonderful Golden Retriever, Rusty, in 1975. He had a little brain but a huge heart. In late 1978 they moved to Denver to return to United's Training Center and stayed in the metropolitan area at four different locations, their favorite being Evergreen. They moved to the Vi at Highlands Ranch in October of 2012 with their Ragdoll cat Rocky.

John is survived by his wife of 46 years Marion, a son John in El Cajon, California, a sister-in-law Nancy Allen of Charlottesville, Virginia a nephew Steve of Virginia Beach, niece Betsy Smith of Warrenton, Virginia and a niece Kate Hamilton of Charlottesville Virginia.

Clayton S. McFarland Jr.

Marlton - Clayton S. McFarland Jr. of Marlton, NJ passed away peacefully on Monday, November 22nd, 2021. He was 88 years of age.



Born in Palmerton, PA he has resided in Marlton, coming from Medford, NJ and was the son of the late Clayton S. and Elda M. McFarland.

A retired United Airlines Captain based out of Chicago, IL, Clayton was a graduate of Penn State University and a veteran of the US Air Force.

He was the Husband of the late Janet L. McFarland, and the Beloved Father of Karen McFarland Saling her husband, Thomas, of Marlton, NJ, Susan Ann Johnson of Telford, PA and Ann McFarland Gorman and her husband, Robert, of Marlton, NJ, his 6 Grandchildren Diana McBride, Emily Saling, Thomas Saling, Melanie Hudson, Olivia Johnson and Julianne Munger and his 4 Great Grandchildren Wyatt, Elliott and Dustin McBride and Kylie Belle Hudson, and several nieces and nephews.

Clayton earned numerous honors during his career including being the pilot who flew the first whale (B747) across the country, as well as, Triple-Crown Winner Secretariat.

Interment will be private in the BG Wm. Doyle Veterans Memorial Cemetery in Wrightstown, NJ. In lieu of other expressions of sympathy the family requests memorial donations to Wreaths Across America <https://www.wreathscrossamerica.org/>.

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

William "Bill" Michael Charney



Bill, affectionately known around the world as "Captain Biff Windsock", age 86, "flew west" on January 5, 2022, in Reno, NV after a short illness. His daughters and son-in-

law were by his side.

Bill was born on August 1, 1935 in Hamtramck, Michigan. At the young age of 8 years old, he stood at the edge of the local airfield and knew with certainty that aviation would be the passion of his life. While attending Western Michigan University, he joined the Air National Guard which launched his flying career.

Upon graduating in 1961 with a degree in Business and Aviation, he found himself flying airplanes that most pilots only dream about: the F84, F86 and F100 in the United States Air Force. While in the reserves he was hired by United Airlines and had a rewarding 37 year career. From 1968-69, he was called to active duty during the Vietnam War to fly the F-100 Super Sabre successfully completing 200 combat missions.

After retirement from UAL in 1995, Bill found himself realizing a lifelong dream when he purchased a bright red 1944 Beechcraft Staggerwing which he proudly named the Red Rockette. The plane was refurbished in Mandeville, New Zealand gearing up for the real fun and yet another dream, to fly her around the world (www.captainbiff.com).

The adventure began in 2009. Among some of his many stops were Australia, Indonesia, Thailand, India, Middle East, Cyprus and into Europe and Southern England where he spent numerous long summers meeting up with cherished friends, old and new.

There were many highlights along the way, but one of his favorite experiences was being honored to join in the fun at the Goodwood Revival where the Red Rockette proudly won the Freddie March Spirit of Aviation Award in 2012. Another favorite was having the plane painted with a special removable paint in WWII livery to participate in the D-Day Remembrance Flyovers on the 70th Anniversary in France in 2014.

Bill was truly a "citizen of the world" as shown by his support, membership in and association with numerous aviation organizations throughout the U.S., Great Britain, Europe, Australia and New Zealand. Just a few of these are the Reno Mondongueros, Young Eagles Program, Earthrouters, Staggerwing Society, Tiger Moth Club, QB's (Quiet Birdmen) and RUPA (retired United Pilots Association).

Bill, our beloved father, brother, uncle, great-uncle, cousin, grandfather, and friend is survived by his children Jill Charney, ElizaBeth (Tim) Ulfing, Scott (Jorge Figueroa) Charney, his grandchildren Kirsten, Lindsay, Kennedy and Macy Ulfing, his brothers Bob (Cookie) Charney, Ron (Joan) Charney and Larry (Colleen) Charney, plus countless wonderful nieces, nephews, great-nieces and great-nephews. Bill was preceded in death by his brother Ray Charney, his parents Michael and Mary (Hreha) Charney and his children's mother and friend Susie Johnson.

He will be remembered by family and friends for being a kind, generous, fun and friendly man as well as a worldly aviator. Bill was an enthusiast of many things but at heart, he was a one of a kind adventurer with an infectious personality. Soar the heavens, be at peace Bill.

A mass will be held at a later date at Our Lady of the Snows, followed by a celebration of life. Bill will then be buried at Arlington National Cemetery also at a later date.

To help Captain Biff's generous legacy to spread and teach the passion of flight, please consider donating in Bill's memory to:

Wings of Hope www.wingsofhope.ngo
18370 Wings of Hope Blvd. St. Louis, MO
63005 or

The Rob Wildeoboer Scholarship Fund
Scholarship@goodwood.com

Condolences and memories can be shared in Bill's Book of Memories at
www.waltonsfuneralhomes.com.



Gerald A Pryde



Gerald Alfred Pryde, a longtime Poulsbo, WA resident, died January 17, 2022, at St. Michael Medical Center in Silverdale. He was 93 years old.

As everyone who learns of his death says, Gerry Pryde was a true gentleman. He

personified that term by his friendly demeanor, his smile, his kindness to all, and his abiding love for his family and his friends.

Gerry Pryde lived a long and big life—93 years of what most of us would consider adventure. He was born in 1928 in Memphis, Tennessee to John Thomas Pryde and Geraldine (Cotter) Pryde.

He spent most of his childhood in Houston, Texas. He graduated from St. Thomas High School where he was a track standout. He went on to attend Texas A&M University studying engineering and participating in the Navy ROTC program.

In 1948 Gerry became an Air Force Aviation Cadet. He served as a pilot in the Air Force where he received the Korean War Service Medal, Air Medal, United Nations Service Medal and Presidential Unit Citation. He had the distinction of having discharge papers from the Navy, Army and Air Force.



He married Phyllis Mae Husmann in Sacramento, California, in 1950 and a few years later joined United Airlines as a pilot. They transferred to the Seattle Domicile in 1956 and remained there for his 32-year career flying DC-3, Convair 340, DC-6, DC-8, B-727 and DC-10 aircraft.

They lived in Burien and on Seattle's Capitol Hill until 1969, when they, along with their five children, moved to the Kitsap Peninsula where they bought a nine-hole golf course converted from a dairy farm in what was then the very small town of Poulsbo, Washington.

When back home from his travels, Gerry could most often be found tinkering with equipment, mowing the golf course, and remodeling the house and barn. After selling the golf course he and Phyllis stayed in Poulsbo and built a house on Ne Si Ka Bay and then, in retirement, a home on Finn Hill.

Along with his flying job, Gerry worked with the United Air Line Pilots Association in many capacities: negotiator, local council representative and Master Chairman for UAL ALPA in Chicago. He was later elected to the Air Line Pilots Association national office of First Vice President where he served for four years in Washington D.C.

In 1988, Gerry retired from United, and he and Phyllis had a plan to see the countryside at ground level as part of their GMC Motorhome Club. Unfortunately, that time was cut short when Phyllis died in 1993.

In 1995, Gerry married Rowena A. Paulsen, "Anne," a friend who he had known as part of his "United Airlines Family" since 1956. They lived in Poulsbo until 1998, then moved to their new home above Brown's Point, Washington with its glorious views of the Olympic Mountains and Puget Sound. Their garden, friends and family kept them busy and they, too, enjoyed their travels retracing their roots in Ireland, Scotland, and England as well as a sojourn "down under" to Australia.

In 2018, Gerry and Anne celebrated their 90th and 85th birthdays together at their last big reunion with friends and family from around the country who gathered to honor them. Anne was an incredibly dedicated caregiver to him as his health declined until she suffered health issues of her own. Gerry moved into a memory care facility in the spring of 2021. He was a gentleman to the end—introducing himself to everyone with his name and a handshake, charming the caregivers with his sweet smile and "yes ma'am" replies, all the while trying to navigate an increasingly confusing world.



UNITED AIRLINES

Gerry will be missed by his wife, Anne; his sons Tom Pryde, Jeff (Dawn) Pryde and stepson Brian Paulsen; his daughters Trese (Frank) Williamson, Susan (Bruce) Michelson, Anne Todd, and stepdaughter Karen (Randy) Hoffman; his former daughter-in-law Diane Johnson; and his sister, Barbara Pryde Burkus and her family. A brother, John Thomas Jr., died in childhood.

Gerry was also blessed with 14 grandchildren, two step-grandchildren, 15 great-grandchildren, three step-great-grandchildren, and many other extended family and friends who were very important to him. We loved him and he treasured us all.

A celebration of life is planned for the summer. Memorials can be made to the Fife Branch of the Pierce County Library—the home of the caring librarians who curated audiobooks for Gerry as his eyesight failed.

Burial arrangements were made by Cook Family Funeral Home on Bainbridge Island.



Don C Leissner

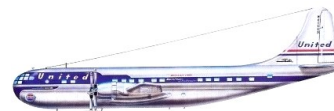


Don Carrol Leissner, age 85 of Hilton Head Island-Sea Pines and husband of Rachel Myers Leissner passed away on Sept 15, 2019 at Hilton Head Regional Hospital.

Mr. Leissner was born on March 21, 1934 to his beloved parents, B. E. Leissner, Sr. and Minnie Lee Bottom Leissner in Victoria, TX.

Mr. Leissner attended the University of Houston and was a member of the Sigma Chi Fraternity. He was a retired Naval aviator and airline pilot for United Airlines. He enjoyed attending sporting events where his sons were involved and playing golf at Sea Pines Country Club. He and his wife moved from Chicago to the lowcounty full-time in 2004, and they are members of The Parish Church of St. Helena of Beaufort.

In addition to his wife, Rachel, of 56 years, Mr. Leissner is survived by his sons, Mike Leissner (Rebecca) of Chicago, IL and Steve Leissner (Beth) of Detroit, Michigan; his brother, B. E. Leissner, Jr. of Victoria, TX; his sister, Barbara Fogt (David) of Houston, TX and grandchildren, Matthew Leissner, Megan Leissner, Katie Leissner, Jack Leissner, Ethan Schnulle, Owen Schnulle, and Levi Schnulle.



WE'RE HERE TO HELP

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

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

Check our website www.uaprpf.com

Tommy Zander



W. Thomas "Tommy" Zander, 81, died Sunday, January 30, 2022.

Tommy was a lifelong New Orleanian having graduated from Audubon Elementary, St. Martin's Episcopal School, and Tulane University where he was an officer of the Kappa Alpha Order.

After college Tommy worked as a photographer, substitute teacher in the public school system, and as a junior executive with a health non-profit.

In 1966, with very little flying experience he was hired as a pilot for United Airlines, a position he held for the next 34 years. With United he flew just about every aircraft that the airline had from the Douglas DC-6 through the Boeing 747-400. He retired as captain on the 747-400 flying to Europe and the Far East.

Throughout most of his career, he lived in New Orleans even though that meant commuting to work in Chicago, such was his love for this city. While commuting, he was a partner and co-founder of The Camera Shop with locations Uptown on Maple Street and in Old Metairie.

During his life, Tommy was a member of the New Orleans Country Club, the Southern Yacht Club, the Pass Christian Yacht Club, and the Bienville Club among others. He was a member of the alumni board of St. Martin's Episcopal School, the board of directors of the Shipwatch Surf and Yacht Condo Association and was president of the 1010 Napoleon Ave. Association. Tommy was a longtime, beloved art auctioneer at WYES-TV.

He is survived by the love of his life, his wife Sandra "Sande" Bishop Zander, his son and pride and joy, Scott Thomas Zander, Scott's beautiful and talented wife, Camille Bradford Zander, and their remarkable, lovely and brilliant daughter, Ava Leigh Zander. He is also survived by his former spouse, Carolyn Carter Zander. His granddogs, Bean (deceased) and Ginger, loved Tommy as well. He is also survived by his sister Marjorie Z. "Lolly" Rosemond and husband John of Roanoke, Virginia, numerous cousins, nieces and

nephews, in-laws, out-laws, and friends both locally and around the globe. He was preceded in death by his father, Karl M. "Duke" Zander, his mother, Marjorie Thomas "Biddy" Zander and his brother, Karl M. "Winky" Zander, Jr.

Tommy lived life to the fullest and his zest for life will be missed by all who knew him. Tommy welcomed family, friends, and friends of friends to countless Saints-watching parties, Mardi Gras festivities, and family celebratory gatherings. He particularly looked forward to getting together with treasured friends for their annual AMBI (After Momus, Before Iris) Lunch held on the Friday before Fat Tuesday. Tommy was a Jazz Fest diehard who could nearly always be found at the front of the Fais Do-Do Stage – come rain, shine, or ankle-deep mud.

Tommy will be interred in the cemetery at Grace Memorial Episcopal Church in Hammond, Louisiana. In lieu of flowers, memorial contributions to St. Charles Avenue Presbyterian Church (1545 State Street, New Orleans, LA 70118), or the charity of your choice, are preferred. To view and sign the guest book, visit www.lakelawnmetairie.com.

William "Bill" E Mossop



February 16, 1930 - January 22, 2022

Fisher, Indiana - After graduating from Sacramento College in 1950, William Mossop served as a fighter pilot during the Korea War and later serving 29 years in the Reserves, retiring as a Lt

Colonial.

He worked for United Airlines as a commercial pilot, retiring as a Captain.

Bill was preceded in death by Viola, his first wife of 53 years, and their son, Bill. Mr. Mossop is survived by his second wife, Beverly Eddengfield Neal, his stepdaughters, sister; Carol Stirnaman, nieces; Susan Breece and Julie Abrams.

A celebration of life on June 21, 2022 at the Flanner Buchanan Chapel in Fisher IN.

Flown West

Remembering United Pilots who have Flown West

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

**denotes RUPA non-member*

John S Allen	Apr 22, 2021
Carl C Carlsen	Jan 30, 2022
William “Bill” M Charney	Jan 5, 2022
Ken Hopfer *	Feb 2, 2022
Don C Leissner	Sep 15, 2019
Clayton S. McFarland Jr.	Nov 22, 2021
William “Bill” E Mossop	Jan 22, 2022
Gerald “Gerry” A Pryde	Jan 17, 2022
W Thomas “Tommy” Zander	Jan 30, 2022

HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

— OFFICERS —

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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..... 707-996-9312rupamembership@rupa.org

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John Gorczyca, Jonathan Rowbottom, Bill Smith, Cleve Spring

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Dick Kane..... richaka4@aol.com
ORD: The Joe Carnes RUPA Group...Walt Fink..... ok3wire1@att.net

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RNO: Reno's Biggest Little Group... Lyle U'ren..... captlylej@aol.com
Jim Whiteley sandorjim@aol.com

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

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Washington D.C. Area

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DCA: Williamsburg, VA/Hampton Roads Area...
Jim Krasno..... krasnoj@earthlink.net

How to pay your RUPA dues

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



RUPA Luncheon Information

RUPANEWS Deadline: 15th of Each Month

Arizona

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

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

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

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

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

SFO: San Francisco Bay-Siders (2nd Tuesday, 12:00 Noon) - *Harry's Hofbrau, Redwood City, CA* 650-349-6590

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

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

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

Colorado

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

Florida

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

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

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

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

FLL: The Ham Wilson S.E. Florida Gold Coast (2nd Thursday) - *Galuppi's Restaurant & Patio Bar* - Jim @ 954-532-9960

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

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

Georgia

ATL: (Loc/ Date To Be Announced) Call Mike Marcano @ 706-495-0002

Hawaii

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

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

Illinois

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

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

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

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

Nevada

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

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

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

Oregon

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

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

Call Steve Barry, 503-679-9951

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

Texas

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

Washington

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

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

Washington D.C.

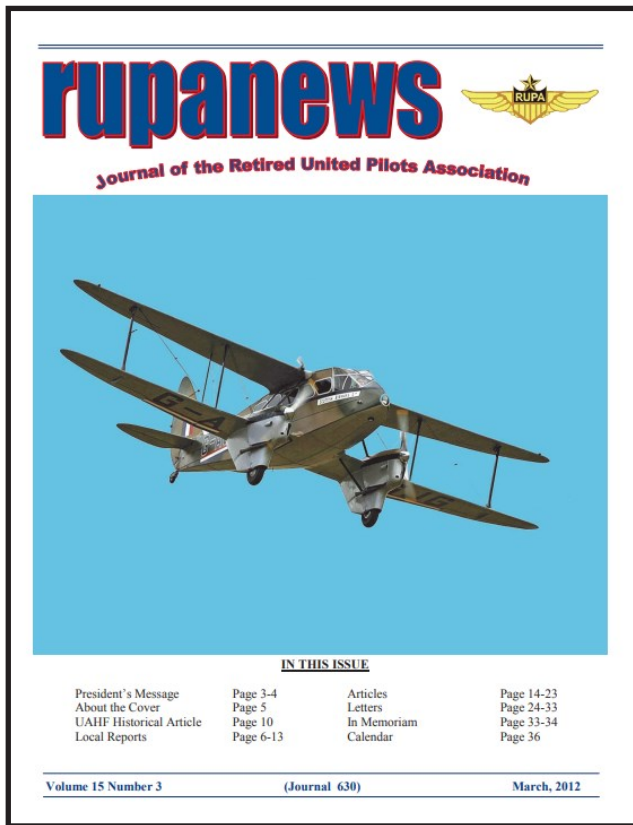
DCA: Washington D.C. Area (3rd Wednesday, Jan, Apr, Jul, Oct) - *J.R.'s Stockyard Inn, McLean, VA* - 540-338-4574

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

A Look Back

United Airlines and RUPA History

10 years ago - Mar 2012



20 years ago - Mar 2002



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



LAS VEGAS

United Air Lines



Member Photos

Member-submitted layover and work-related photos

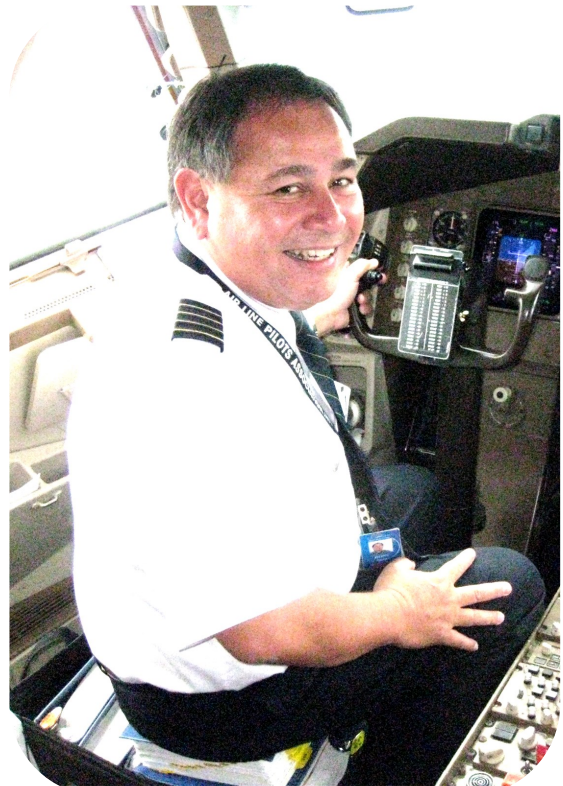


700 Club submittal: Ed Vaughn



700 Club submittal: Dan Romceovich

Name	GS	TAS	Wind
Joe Piazza	700	517	237/183
Steve Jaques	701	515	267/186
Ed Vaughn	701	509	281/192
Dan Kurt	708	538	287/176
Dan Romceovich	708	501	268/209
Jarmo Toivola	710	509	261/200
Lesle Thomas	712	504	249/207
Otto Nuila	713	510	264/202
Steve Lynch	716	492	262/224
Karl McNutt	717	509	260/209
Dave Bravender	730	514	252/221



Ross Sagun makes good use of his “brain bag” while waiting for a new seat.



Steve Wallach, PEK 2005



March 2021 Edition

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Gouge: It is your birth month.

From:

RUPA
P.O. Box 757
Stowe, VT 05672-0757



To:



You are so much
sunshine in every
inch

I find my happiness
where the sun
shines

Photos courtesy of
Victor Gutiérrez - IAH

