

rupanews



Journal of the Retired United Pilots Association



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Member Photos

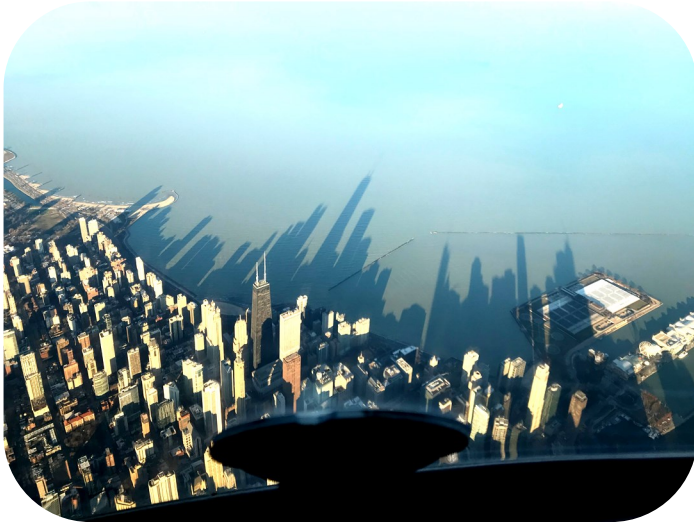
Member-submitted layover and work-related photos



Pat Palazzolo & Phyllis Cleveland over the Pacific.



Fini flight. EWR-MAD B767-400. March 2019.
John & Rhonda Drexler.



Downwind for ORD 28C. Marcy Trojak.



Brothers Ken and Andy Futrell on a six-day.
IAD - NRT - SIN - NRT - IAD / 2007.



Passing a C-141 on the NATS. Dec 2012.

United. #1 in on-time arrivals
of America's five largest global carriers.

2009 AND THRU JUNE 2010*

Ahead of US Airways, Delta, Continental and American.

ON TIME
UNITED

UNITED
It's time to fly.®

* According to arrival data recently published in the U.S. DOT Air Travel Consumer Report, United ranked highest in on-time performance for domestic scheduled flights as measured by the U.S. DOT (flights arriving within 14 minutes of scheduled arrival time) for the period January 1 through December 31, 2009, and also for the 12 months ending June 2010, when compared to America's largest global carriers: American, Continental, Delta and US Airways, based on available seat miles.

NOTAMS

About the Cover “Behold!” by Matt Adamski - DEN

Photo taken from the West widebody hangar doors that were open as a severe storm rolled in. I set the camera up on a mount on the hangar floor and fired 1/2 second shots for a few minutes and behold, this was one of the frames I captured.

About the Back Cover “Dubai” by Capt Ken Futrell - EWR

Taken March 2022 on an EWR - DEL flight via the Southern route over Dubai. The route through Russian airspace was closed due to the Ukrainian invasion.

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.

We have 233 active members with birthdays in May. RUPANews received five birthday letters for May. Hmmmm? There are 232 active birthday in June. Send those annual letters to RUPAEditor@rupa.org.

DUES

How to pay your RUPA dues

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

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Vice President's Letter

Dan Petrovich rupavp@rupa.org

Sharing our Knowledge or, in other words, Mentoring and your Legacy



Don "Wolfman" Wolfe is swamped with a ton of things going on right now including some great new efforts working together with the other United retired groups of RUAEA, ARECA, RAFA, and Clipped Wings. As things develop he will be updating us with more information on these efforts. Having said that, and since he is extremely busy, he asked if I'd take the lead in bringing you this month's article.

As you may or may not know, I retired in early January and almost immediately was recruited for a position as the Chief Pilot of Tropic Ocean Airways here in Fort Lauderdale. This small airline operates a fleet of amphibian Cessna 208 Caravans throughout Florida and the Bahamas. They also send a small fleet of aircraft to New York during the summer months to operate between the East River and places like the Hamptons. During my short tenure at Tropic, I made some great new friends and had the opportunity to mentor both some of the experienced as well as new hire pilots. Flying for Tropic can be a career position for some and a stepping stone for others. No matter which path is taken, flying turboprop seaplanes around Florida and the Bahamas, even in New York, can be both challenging and fun. As for my role, the job entailed 12 to 16 hour days with calls and issues throughout the weekends. I also ended up bringing work home with me in the form of paperwork and conference calls. Well, to be quite frank, the shoe just didn't fit this old guy right. So, and along with my wife's urging, I recently left the position to be filled by some younger and more enthusiastic folks. The good part (if that's what you want to call it) is that I now have plenty of time to work on all those projects my wife has been waiting for me to take on. Yes, there's a little time in there now for an occasional round of golf or an evening of bowling, and even some mentoring.

Word got out rather quickly here in South Florida about my second retirement. With the amount of flight training going on in our world today the calls and emails started coming in to book some check rides as a Designated Pilot Examiner (DPE). I became a DPE a few years ago at the urging of a few other United pilots here in the South Florida area. My years of experience as a CFII-MEI and LCA served as perfect stepping stones into the job. I've enjoyed this role with the applicants I've had the pleasure of flying with. The opportunity to fly with high school students headed to aviation colleges, folks in their 50's & 60's fulfilling their lifelong dreams, and everyone in between has been wonderful. Some of the applicants have been children of United pilots too. (Yes, I do offer a "United Family Discount.")

UNITED AIRLINES



Important Aetna Phone Numbers

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

One of the fun parts of the job is all of the different aircraft I've had the opportunity to fly in. Some of these aircraft are the good ole round dials we all came to know and love when we started flying. Others have magical toys like the Garmin 1000. Some of the aircraft include to following:

Beechcraft: A23 Musketeer, C23 Sundowner

Cessna: 150 (F, J, L, M), 152, 172 (F, G, K, M,N, P, S), 182 (C, P), 206,

Cirrus: SR22,

Diamond: DA20, DA40,

Mooney: MD-20

Piper: PA28 (-140, -151, -161, -180, -235), PA32.

Currently, I'm only authorized to conduct Private Pilot Airplane Single Engine Land check rides as you may surmise from the list of aircraft above. I had planned on obtaining additional Commercial, Instrument, and Multi-engine certifications back in March of 2020 but we all know what happened in the world back then. Now that I'm retired, and unemployed once again, I am going to see if I can add those authorizations.

The real story here is that I have to opportunity to share my experiences from 45 years of flying with the new aviators following their dreams of becoming a pilot. Some of the lessons actually came from flying with many you over my career at United. Although the regulations prohibit an examiner from teaching during an examination, it doesn't mean the applicant can't learn. A perfect example is the oral discussion on weather when they see how the all the items they read about come together to develop and form the weather around us just by me asking them questions and making them think. All the sudden you can literally see "the light come on" when the pieces all fall into place. I don't care what the ages of these folks are but to see the excitement and joy on their faces when I hand them their certificate, wow! And, if any of their family members happen to show up at the end of their successful flight, even more WOW!

If anyone is interested the EAA has the Young Eagles Program to introduce young folks into the word of flying. If you'd like to share your experiences think about participating in this great program. Whether you mentor the young or old fledgling pilots it serves to make the skies a safer place. There's also a ton of knowledge we can share so others don't have to learn it the hard way like many of us did. So many can truly benefit from the legacy we leave behind in passing along our experiences. I know you'll see the joy I've seen and it will bring a ton of joy into their world as well.

Living the life,

Dan Petrovich

Welcome New Members

New Member

Capt Kathy L Grant
Capt Terry W Conroy
Capt Terrence "TC" C Lewis

DOM

LAX
ORD
IAD

Spouse

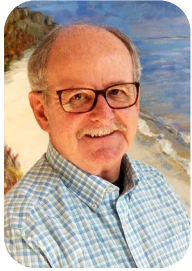
Yossi
Wendy
Kimya

Home

Valencia, CA
Menomonee Falls, WI
Atlanta, GA

From the Editor's Desk

George Cox rupaeditor@rupa.org



Where's my eRUPANews?"

We get member emails every month asking "Where's my eRUPANews?"

It's been almost a year since we stopped attaching the eRUPANews to the monthly email. It is simply too large to attach so now we send you the email with a link to the eRUPANews pictorial index on the RUPA website.

Here's a gouge: The email is the same for the entire calendar year so simply click any previous email for the current year and it will work.

Or use this link: <https://www.rupa.org/PDFS/2022/2022-Archive-Index.pdf>



Follow-up.

Here is a follow-up to a story in last month's "[From the Editor's Desk](#)". It was about a letter I received from Mr. Dave Powers doing some research on UAL pilot King Parker. Below is the reply to him from RUPArian Dot Prose.

Editor GeorgeE

Hi Dave:

I just read the latest [RUPANEWS \(Mar 2022\)](#) about your research concerning King Parker and United's pre-war history. Here's some info that I don't think will help too much, but it's in the time frame you're looking at.

My dad (Ed Prose) was hired by United in Oct 1940....and retired in 1976. I inherited his logbooks. We were always in Chicago (Midway Airport) and I checked his log books but did not find any reference to a King Parker....not surprising in that he was in Newark and Seattle.

The first reference in the logbooks to LaGuardia was a flight 10/4/41 which was CG to LG (Chicago to New York) which does not help too much. At least the airport was designated LG at that time.

Concerning a United DC-3 belly landing at LaGuardia in the fall of 1940, I just wonder if it might be the accident at LaGuardia in April 1942 of a DC-3 which hit the runway and veered off into the water. PanAm barge rescued the passengers before it sunk like a rock. The a/c was retrieved and flew again but had a total of 5 accidents before it went to the boneyard in 1945. My mother was the stewardess on that flight (Josephine Dargis). Although this was about a year and a half later it may or may not be about what King Parker was referring. I don't know of any other LaGuardia UAL accidents prior but there may have been. I've attached the accident report.

Maybe some of this might help but like you said history is fading. Let me know if I can help any further.

Dot Prose
Osprey, FL

Scams, Spam and Phishing (Reprint of Nov 2020 RUPANews Article)

What a month. I'm receiving more and more scam emails and don't get me started on the bogus phone calls. If the "Social Security Administration" or the "IRS" calls me one more time!

In the past month I've received at least six PayPal, four Amazon, and one FedEx phishing email. Then there was the scamming email from a former RUPA "member" wanting me to buy gift cards because he was pickpocketed on vacation and stranded. Well, the scam email was not really from a RUPA *member*, but someone using a former RUPA officer's name but a different email address.

Remember, RUPA officers and reps have their email address in the magazine, which is also on-line. Unscrupulous folks can get those email addresses and make you think it's from someone you know by simply creating an account with their name but the scammer's email address. Here's what to look for. . .

Note: I have the email name underlined with a solid line and the email address with a dotted line.

Depending on your email provider and how you have your email set up, it is not uncommon for an email to display a name and then the email address. i.e. John Doe <John747ace@gmail.com>

However, a scammer can register an email *address* using whatever *name* the scammer wants. For example, I can set up an email with the first name *Pay* and last name *Pal* with an email address of money@gmail.com. So it might display as Pay Pal <money@gmail.com> or just Pay Pal.

Then I can set the subject as "*Your PayPal account has been compromised*" and include a PayPal logo along with a link. The email says to click the secure link to check your account. You see this and click the link. The link might actually load some nasty stuff onto your computer, or an easier way for the scammer, is to just take you to a site that looks like PayPal for you to log in. When you do log in, then it will capture your login credentials. You just did a gear up landing.

Here are examples of several emails I received and I'll use them to show you what to look for. Again, I show the email name underlined with a solid line and the email address with a dotted line.

Real PayPal emails: Note that the email name says PayPal but actually can be anything. Note that in my real examples, the email address has **@paypal.com** and **@mail.paypal.com**. In other words, something to do with paypal.com. That is the important part.

PayPal <paypal@paypal.com>

PayPal <paypal@mail.paypal.com>

Fake PayPal emails: These typically have an attention-getting subject such as "Your account has been compromised" and have the PayPal logo. Let's dissect these, and remember, a scammer can make the email name anything they want but the address must be @paypal.com to be legitimate. .

<u>Name</u>	<u>Email Address</u>	My Comments
<u>secure@intl-limited.com</u>	< <u>info@gra.bitsl.com</u> >	Name made to look "official"
<u>Pay.Pal</u>	< <u>mailapps-h15.t2yg81it@baji.ngann1.com</u> >	First name = Pay. Last = Pal
<u>Securepp.@int-limited.com</u>	< <u>info@flash.corp.co.jp</u> >	"jp" = Japan email address
<u>Account.Support</u>	< <u>vinc.h@meklah.work.rateuk.com</u> >	Name made to look "official"
<u>Service.@PAYPAL.com</u>	< <u>santuylah-1.78@ticashbackid.com</u> >	See next sentence

I especially like the last one. The name is Service@paypal.com so that looks like a legitimate email but it's not the address, it's the name. The email is santuylah-178@ticashbackid.com. Is the email address a bit of sick humor? . . . @ tiCashBackKid? Is that Cash Back Kid?

BTW: I will be going into full retirement as soon as I get my \$5,000,000 from Edward Bogu. He needs my help to transfer money. His email address alee211@unitiel.co.kr. Oh wait! What is the email extension—"kr"? That's Korea. Maybe I should work thru his attorney Mr. Raymond Ahmed Dousu: douisu.r@5x2.de. His email extension is "de". That's Germany. On second thought, I don't think I'll be getting the \$5 mil.

Actually, the *com*, *jp*, *kr*, *de* in the email address extensions are called Country Code Top-Level Domains. Click [here](#) for a bit more info. Thanks to **Gerry Baldwin** for the pointers on this.

Editor George

Travel Report

Retiree Travel information



May 2022

Captain Pat Palazzolo
rupapasstravel@rupa.org

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

Saved Credit Card Feature for Employee Res is now here!

Hello fellow aviators,

Being the lazy person I am, I love it when someone else wants to do my job. This month the honor falls to **Michelle Pritchett**, Senior Analyst — Employee Travel, Policy & Procedure.

Important note: The new feature described here by Michelle does not take care of any imputed income charges. Retirees will still need to pay those invoices via the Your Benefits Resources website like we do today. Additionally this new feature is available only in EmployeeRes and not in the United app, although functionality in the app is planned.



Currently, each time you or your pass riders want to pay for applicable service charges, taxes or fees in employeeRES using a credit card for a space available trip, a form of payment must be added manually. We have made the user experience better by allowing one credit/debit card to be stored to the travelers' employeeRES profile. This will allow you or your pass riders to select a stored form of payment during the booking process so you don't have to manually enter payment details each time you book a trip that has associated costs. Don't worry, active employees and applicable pass riders will still have the option to choose payroll deduct even with a saved form of payment on file, or to even use a different credit card than the one which is saved.

Here is who is eligible to save credit/debit card details to their employeeRES profile:

- Employees
- Former employees with pass travel privileges
- Retirees
- Pass riders with [pass rider access for employeeRES](#)

My spouse thinks a credit card limit is a goal.

Some key aspects of the new feature in employeeRES:

- The saved form of payment feature is only available in employeeRES for space available trips and not in the United mobile app, although future functionality is planned.
- You and your pass riders with [pass rider access](#) (except regular buddies) will have the ability to save, modify or delete one credit/debit card from the employeeRES profile, including during the booking process.
- The logged-in user will only see their own saved payment information, and not that of the employee, retiree or other pass travelers.
- Anyone with saved credit card details will be able to pay for applicable charges for anyone they are booking.
 - Example 1: Retiree George is booking a trip for himself, sister Martha and brother Benjamin. All three travelers have a saved credit/debit card to their profile. George may use his saved credit card to pay for any applicable charges for everyone.
 - Example 2: Spouse Martin is booking a trip for himself and retiree Gina using his pass rider access but neither traveler has a saved credit card on their profile. During the booking process, when it's time to pay for the applicable charges, Martin may enter and save his credit card details as payment for his and Gina's trip and the credit card will be saved to his profile to use for future trips.

Helpful resources:

- Remember, it's never okay to share your Flying Together credentials with anyone. To set up your pass riders (except regular buddies) with their own username and password, check out our EmployeeRes [user guide](#) with step-by-step details including the special URL link they'll use to access employeeRES from any web browser from their computer or mobile device.
- Not sure where to get started? Review our saved form of payment [user guide](#) for step-by-step instructions.
- Take a look at our [comparison chart](#) showing which features are available on employeeRES vs. the United mobile app.
- You can access employeeRES at <https://eres.ual.com> from any web browser like Chrome, Firefox, Internet Explorer, from your computer or mobile device.
- If you still have questions, [contact a Travel team member](#) using Help Hub.

Michelle Pritchett



R & I Report

Retirement and Insurance Information

Bob Engelman rupari@rupa.org



I was contacted by two different members who both go to the Mayo Clinic in Rochester, MN, for treatment. They were both recently informed there that the Mayo Clinic would no longer accept our Aetna Medicare Advantage ESA PPO plan for new patients. They would still have **their** coverage accepted, though.

Right about the same time, I read in the local FLL paper that one of the large local hospitals, Broward Health, was no longer accepting coverage by United Healthcare. It was due to a contract impasse on coverage and payments.

I decided to call Aetna and spoke with a benefits administrator. I was told that if Mayo Clinic was not going to accept payments from our Aetna plan, that was a decision they had made, not Aetna. Remember, United is self-insured, and UAL only pays Aetna about \$30 per person per month to “administer” our plan.

During our RUPA reunion, just before United started our Medicare Advantage Plan, we had a seminar put on by two Aetna agents. One of us brought up a scenario just like this one and we were told that if a provider won't accept our plan, you can pay the fees up front and submit a claim to Aetna and will be reimbursed. That was just verified for me by the benefits person I spoke with. She added that the provider must accept Medicare for you to be reimbursed, and you have to obtain the CPT number, a five-digit code used for billing. Further, Aetna will reimburse you only for the Medicare amount, and you'll still have to pay the 20% co-pay. Make sure to get that amount from the provider. Of course, you may face a large upfront cost, but you will be reimbursed. If you log into your Aetna account, you can find the claim form and can submit it by mail or fax. It's under “Member Services” on the top right, click the Drop-Down menu by your name, then click on “Medical Claim Form”, and scroll down to Reimbursement Instructions.

Just make sure that the provider does accept Medicare, and be sure to get that CPT code.

This goes for any provider, not just the Mayo Clinic.

Meanwhile, I finally got the second hip replacement done last month. The surgery was a success, but the patient died. Not really, but it was a tough slog. I wound up with a [hematoma](#), (look it up) and then found I was allergic to the antibiotic I was prescribed, *Bactrim*. Within an hour of taking the nasty little pill, I wound up with a fever and severe chills and shaking. My wife took me to the ER at our local hospital, where the hematoma was suspected, but they transferred me to a different hospital's ER where an ultrasound confirmed it. It was aspirated, i.e. drained, and it had a lot of junk in there. Three days in the ER, and my very first ambulance ride later, and I was finally released. BTW, the ambulance was the bumpiest thing I'd ridden in since I drove dump trucks for my father! That set my rehab back a couple of weeks, so I'm still going two-three times a week to get the strength and flexibility in my hip back. Almost there. I can't wait to see the medical bills for this one! My wife has been a fantastic care giver, and she doled out the meds and logged everything. She's the one who figured out that it was the Bactrim that was causing the problem.

I read in one of last month's luncheon reports that a number of their members have had joint replacements. What did people do before they became widespread? I guess they suffered the severe pain that many of us have had prior to the replacement surgery.

Here's to a great Spring.

Bob Engelman

United Airlines Historical Foundation



"Preserving the Past, Inspiring the Future"

From the book "Flying MacArthur to Victory"

By Weldon E. (Dusty) Rhoades



"Dusty" Rhoades

"Dusty" Rhoades was Gen. Douglas MacArthur's personal pilot from late 1944 through 1945. Following the War he was instrumental in setting up the system of Air Traffic Control used today.

He retired in 1971 with the title of Vice-President Engineering following a long career with United Airlines.

The book is the diary of Rhoades. Realizing his part in the War effort as a civilian pilot for the Air Transport Command (ATC) would keep him away from home he began his diary, never meant for publication, but intended as a memento for his children who spent their infant years separated from their father.

Rhoades' days as a Transport Pilot ended when he had the unusual assignment of personally delivering documents marked "For MacArthur's Eyes Only".

As the documents changed hands on October 9, 1943 in Brisbane, Australia, the General began a conversation that ended with the astonished airman being invited to become an Army Officer and the Personal Pilot of the Pacific Theater's Commander in Chief.



"Dusty" Rhoades and fellow United Airlines Pilots. Captains Johnny Roberts, Rube Wagner and Johnny Johnson inspect a chart showing the route to Western Australia.

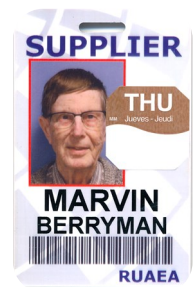


"Dusty" Rhoades was Gen. Douglas MacArthur's personal pilot from late 1944 through 1945.

From that day until his discharge from active duty in January, 1946, Rhoades not only had a front-row seat for dramatic confrontations and discussions between MacArthur and his Chief of Staff, Gen, Richard K, Sutherland, but also witnessed their behavior in the private shadow of their awesome responsibilities.

By Marvin Berryman DENTK Retired.

Visit us on the web. www.uahf.org



Marvin Berryman DENTK Retired. - We are accepting donations of **United & Continental** Memorabilia - Please mail them and/or your tax-deductible (\$) contributions to: **UAHF**, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207 - email: tagoodyear@aol.com or phone: 1 303-696-7001

Luncheons / Local Reports

Check the Luncheon Information page for your area

ATL - Atlanta Buzzards—Inaugural Luncheon

Mike Marcano and I worked together to to have the 'ATL Buzzards' inaugural RUPA luncheon on March 22 attended by 35, including a few spouses/significant others. Going forward, ATL lunch meetings will take place at 1300 hrs on the first Tuesday of June, Sept, Dec, and March at [Malone's](#) on Virginia Ave just north of Hartsfield.

It has been two, and in many cases, many years since some have met. Our group included a heavy concentration of former EAL/UAL from the ATL area. Good time, good location, great spring weather. Join us next time.

Barry Davis



Harry Bissinger, Robert Furman.



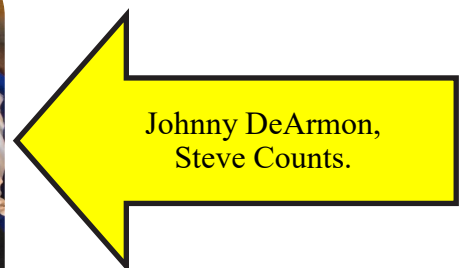
Wally Drage, Dennis Tate.



Tuck Tucker, Fred Nichols (1957 Capitol Hire).



Dan Leo-Toulouse, Mike Tucker.





CW: Tuck Tucker, George Fox, Dick Strickland, Clare Strickland, Susan Guletsky, Don Roberts.

L-R: TC Lewis, Jo Halverson, Kit Darby.



L-R: Ray Woolfolk, Mike Tucker, Jim Holder.

CW: Mike Marcano, Barry Davis, Jose Pascual, Dennis Tate, George Fox.



DCA - Manassas

Friday 8 April, our group expressed gratitude for Spring's arrival, it was a long winter. Also, our new members informed us that United sent emails offering to rehire recent retirees, making some of us old timers glad that United had probably misplaced our email addresses. As always great to see everyone and Happy Easter to all.

Gene



CW: Rory Kay, Don Reinhard, Jim Turner back from Florida, Billy Davis oh wise one, Me (Gene), Sim Stidham - ready for the baseball season, E.K. Williams - our leader, Kathy Berdahl - almost Grandma and Martha Collins.

DCA - Leesburg

A very energetic breakfast was held today, April Fools Day, 2022, at the IHOP restaurant in Leesburg Virginia... This occurs every First Friday of the month and is open to everyone, if you are a pilot interested in the "the old days", or, just interested.



CW: Hugh " Bugs" Forsythe, EK Williams, Gil Coshland, Dave Anderson, Fred Streb and Bill Davis. Your illustrious camera nut is behind the lens, as usual...Stokes Tomlin.

DEN - Denver Good Ol' Pilots

We have settled into our monthly meetings on the third Wednesday of the month at The Golden Corral Buffet and Grill in Aurora. This month 17 retired pilots and guests assembled at 11:00 as usual. The conversation was good. The food was good. Ted Wilkinson our resident humorist was good. It was reported that United is hiring pilots at a rapid rate. There was no other news to report.

Attending: Rick Bebee, Bob and Ann Blessin, Ray Bowman, Tom Bush, Larry Hawkins, Scott Hebert, Doug Hill, David Horwitz, Steve Jacques, Tom and Sue Johnston, Cliff Lawson, Lee Lovegren, Bruce Munroe, Rick Steele, Ted Wilkinson

FLL - Ham Wilson S.E. Florida Gold Coast

We had a great luncheon today and pretty much the regular crowd and we were able to pull a couple tables together and had a great series of discussions about the world affairs and aviation. Our next luncheon is The second Thursday of May which is May 12.

We think some others were out there working hard pushing airplanes around the world to keep the pension strong, so we can live the life that we expected! I saw that in an ad on TV once!

Til next month,

Jim



CW: Bob Senderoff, Denny Keast, Lyn Wordell, Jim Morehead, Steve Huber, Paul Livingway (in blue), Bill Garrett and Jim Good.

If you're riding ahead of the herd, take a look back every now and then to make sure it's still there.

KOA - Big Island Stargazers

Our March meeting coincided with St. Patrick's day and members were able to enjoy a traditional Irish meal of corned beef and cabbage. We also celebrated two March birthdays with desserts courtesy of the Fish Hopper restaurant.

Tim and Mary O'Neill were off island visiting family on the Mainland; and we welcomed back **Bill and Linda Hayes'** guest, Delta Airlines retiree **Mike Miller**. He had a great time at his first luncheon and decided to enjoy more of our Big Island Rupaian comaraderie!

A hui hou...

Linda Morley-Wells



L to R: Walt Wells, Linda Morley-Wells, Gerry Baldwin, Don Diedrick, Winfield Chang, Beth Raphael, David Carlson, Mike Miller, Linda & Bill Hayes.

CLE - Cleveland Crazyies

On a nice spring day in April the Cleveland Crazyies gathered in Hudson for a lunch and a time together at the Lager and Vine Restaurant. We had seventeen members, wives and friends present. As usual the service was perfect and the menu choices were all excellent.

Rick Dubinsky sent a cartoon that everybody got to enjoy. **Rich McMakin** reminded us of the Summer Fete coming up on Saturday, June 11th at his beautiful home. **Mike Holmberg** talked about the money we donated to the Ukrainian Church in the area. **Mary Serpentini** let us know that the Flight Attendant and Pilot gathering will be at her home either on Friday August 19 or Saturday August 20. More information to come.

We had many jokes from **Dick Sanders** and other jokes from **Joe Getz**, **John Hochman**, and **Phil Jach**. Our May meeting will be on Thursday May 19th at Lager and Vine.

Phil

CLE Crazyies

JAX - Florida First Coasters

The Florida First Coasters in April were celebrating nothing but had a good time doing it. Not a perfect turnout but we enjoyed it just the same. We tried a new restaurant at International Golf Hall of Fame. The lucky attendees had a good time as always and it was topped off with wonderful food.

Moving on to next month we have selected May 10th for our next luncheon and are going to meet again at the Aqua Grill in Ponte Vedra. If it is as good as the last time I am going to make it our regular hangout. We will be set up for the 2nd Tuesday each month and try to also make that a permanent date. More info will follow so keep that date open.

Also, as our summer temps began to climb think about going on hiatus for some months as so many folks become part timers. We'll discuss our options at the luncheon.

Stay healthy,

Jim Peterson jepeter44@gmail.com



L-R: Jerry & Pat Bradley, Laurie Reeves, and Chrispy & Jim Peterson.



Standing L-R: Phil Jach, Our Server Steven, Mary Serpentine, Linda Jach, Dick Sanders, Vickie Getz, Joe Getz, Bob Olsen, Rob Marshall, Rich McMakin, Jim Burrill, and our server Deja.

Seated L-R: Teri Holmberg, Mike Holmberg, John Pinter, Joann Pinter, Carol McMakin, Monica Burrill and John Hochmann.

MFR - The Intrepid Aviators of Southern Oregon

Greetings to all in RUPA land from Southern Oregon at our lunch place The Pony.

Thought we'd never be able to get started again with our lunches but finally we did. We had our challenges here in the Rogue Valley with the virus and so good getting back to normal. A respite last summer allowed us to gather in July which was really nice and then the bug returned in spades. Ah, but July was a joy. As it turned out it was the last time to have **Steve Fusco** with us but we were able to celebrate his 97th birthday that day!!! And good it was. Schedules this month did not allow our third Thursday, so we met on the 7th. Our group was smaller than norm but still good to get started again. **Cleve and Rose** were busy with an appointment and we missed them, as the others who we usually have.

Around the area the biggest story is the rain...or lack thereof. The old song 'How dry am I' would certainly apply here. Local reservoirs are virtually dry and so the irrigation for much of the valley will not happen. Not good for the orchards and grapes...let alone the illegal pot growers. With the dry however has brought some beautiful weather. Not normal, but beautiful. And so Spring is here and beautiful. The valley is alive with flowering trees, bushes and ground covers and gorgeous. . Our cheers to all and good to be back.

Bob



Seated: Leeann Fusco, Scot Lee and Marty Niccolls, with the old guy standing, Bob Niccolls

It's pretty wild how we used to eat cake after someone had blown on it.

MRY - Monterey Peninsula

HOT! Our April lunch was at *Hay's Place* in Pebble Beach. Watching the weather for over a week we lucked out with a forecast of wildly scattered clouds and light winds – after a week of rain, wind, and below average temperatures. We were all prepared by wearing layers for a cool el fresco gathering – but the sun was out and the weather was Pebble Beach postcard perfect! Only problem was it was hot on the patio for some of us!

Point Lobos was in the distance across Carmel Bay – couldn't have been a better view! All agreed the food and service was excellent and we plan on meeting at Hay's in May – unless we discover a golf tournament or other crowd event is occurring in Pebble Beach.

Those enjoying the Pebble Beach experience was **Ken and Cheryl Bohrman** (our hosts), **Linda Mackie, Diane Emerson, Jon and Jane Rowbottom, Wayne and Yvonne Aleshire, Steve Filson, Rex Lawson and friend, and me!**

The patio was lively with other guests and it was entertaining watching golfers of all ages teeing-off on the #1 hole. The sky was vivid blue and the grass luscious green – beautiful!

Please RSVP for the May 11th luncheon by Monday the 9th. Hope to see you there!

Phyllis Cleveland



Yvonne Aleshire, Steve Filson, Phyllis Cleveland, Rex Larson and friend, Linda Mackie, Wayne Aleshire, Diane Emerson, Jan Rowbottom, Ken Bohrman, Cheryl Bohrman, and Jon Rowbottom!
Point Lobos in the background!

By the time a man is wise enough to watch his step,
he's too old to go anywhere.

PAE - Pacific NW Flyers

The weather gods for the far northwest corner of the country were cooperative for our little unique RUPA group to have a fly-in lunch at KAWO on tax day (15 April)

Attending were five aircraft and seven intrepid aviators / trix.

Lots of stories ensued including Molly and Keith's adventures last summer flying WWII veterans in Boeing model 75 , PT-17 Stearman biplanes.

Respectfully submitted

Cort



CW: Cort de Peyster ,Dixon Smith , Bill Sanford, Bob Braunstein, Jack Baird , Molly Flanagan, and her husband Keith (Alaska)



Some RUPARIANS might recognize their former base , NAS Whitbey Island.
Taken enroute from San Juan Is to Arlington.



Dixon , Bill , Molly , Keith , Jack, Bob posing in front of some of their flying machines.

PDX - The Columbia River Geezers - March

The Geezers are back. After a two month hiatus due to the Covid surge, Eight of our usual suspects showed up for a fun lunch. Lots of discussion about the new war in East Europe, and the usual catch up on health issues. A couple of guys in the group were hanging up their flying spurs due to a combination of health issues and insanely high price increases in aircraft insurance.

The California Pizza Kitchen has been very accommodating, especially the last two years during a barrage of different Covid restrictions. The food is good, the staff is great, and the location seems to work well for most all of us. There is always room for more, so if you are in the area, please feel free to join us on the second Tuesday of each Month. Our hostess, **Sarah**, was kind enough to take the photo this month.

Steve Barry



CW: Rusty Harrison, Tony Passannante, Doug Howden, Bill Park, Dick Ionata, Mike Thomas, Steve Barry, John Cooper (US Air).

PDX - The Columbia River Geezers - April

Yesterday, during it's early am, the PDX area experienced a wind and snowstorm. Yet, The Columbia River Geezers still had a good turnout today at the California Pizza Kitchen. Outside it's 39F, cold wind and rain. Still a great place to live here in the Pacific NW.

Clockwise, **Tony Passannante**, **Rich Warden**, **Bill Park**, with his two new hips and two new, but older Knees. **Doug Howden**, our happy wanderer, who is always jetting off somewhere on an exciting trip to a foreign land.... but, he has not travelled since the start of the Pandemic. **Pete Kincart** who loves to fish just below the Willamette Falls and dig for crab at the seashore while enjoying the great outdoors in his RV. Lastly, **Ron Blash**. Unfortunately our mentor and leader **Steve Barry** could not make today's luncheon. We are looking forward and hope to have him back the second Tuesday of May.

Blues side up,

Ron Blash

for Steve



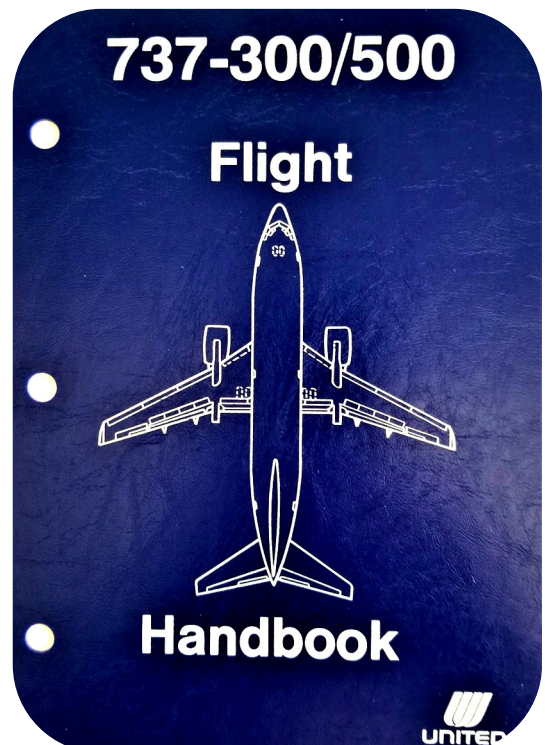
RNO - Reno's Biggest Little Group

Springtime in the Washoe Valley at the *PJ Brewery*, nine fine Lads.

Jim Whiteley



CW: Gene Lanski, Jim Nugent, Jim Whiteley, Cort de Peyster, Joe Rajacic, Bill Shepherd, Gary Dyer, Tom Taber and Len Bochicchio.



SAN - San Diego Co Group

Last month **Scott** told about his jump out of an airplane. Something about a bucket list. Of course, the pilots that joined us for lunch wondered why anyone would jump out of a perfectly good running airplane. Then we all owned up having jumped out of an airplane, ONCE! **Scott** has more to accomplish on his list and it will be fun to hear about further adventures. Although, **Scott** and I both agreed a hot air balloon ride is not on either of our lists. Lacking navigation equipment comes to mind.

I suggested to **Rhoda** that my wife, **Susan**, + I, drive to La Jolla to visit them but being almost 100% back to pre-Covid restrictions we wouldn't be allowed to eat in the dining room so we're going to put the dinner with them off for a bit. We could go out for dinner so that's always an option so when my wife gets back from Hawaii we'll drive to meet them and get to see how the other half live. They do go for daily walks on the beach so life is still good.

JP didn't fly to lunch this month because of a Cold. I guess the climb rate might be hard on his ears due to high climb rates in his AirCoup. I'm sure having a cold and having to deal with continuous contact with ATC flying around the busy San Diego Airspace wouldn't be fun. If I was flying thru a departure corridor for F-18's out of Miramar at the same altitude I'd want to be talking to departure control!!!

JP also recently moved into the San Diego area and has been accomplishing upgrades to his new house so being busy with construction and dealing with the foreman (wife) would keep him even busier.

Of importance to **JP** is the décor of his new hangar at one of the local airports where he's keeping his AirCoup. Should the hangar décor be all aviation or sneak in a photo or sailing paraphernalia. !?! Decisions, decisions, decisions. A couch is mandatory, though.

I'm by myself this month because **Susan** is visiting family on Oahu and I decided not to go. She's from Hawaii and her visits don't include any beach activities so I opted out. After growing up a block from the beach she can't understand the excitement some (all) tourists see in going to the beach. I guess playing on "The Reef" all her life as a kid maybe has taken the excitement tourists have but having the occasional pot luck picnic at one of the parks is good enough. Of course, she gets to visit her family and that makes the trip to Oahu worth it.

As for me, I get to set up my saws and sanders to finally finish my projects I've started over the years but I can still procrastinate, as usual, and sit in my enlarged "man cave" and think about how once I can put off another project.

That's about it for this month so until next month, "happy projects".

Mark



L-R: Scott Becker, Rhoda + Brad Green, JP, Mark Mayer.

SEA - Seattle Gooney Birds

Thursday morning, April 14th, brought an unseasonable mix of rain, snow, and 35-degree weather to the greater Seattle area. Eleven Gooney Birds, two wives, and one partner gathered in the welcome warmth of the SeaTac Marriott dining room.

Jack Brown entertained the group with a spirited rendition of one of the best of the old Lone Ranger episodes. **Larry Knechtel's** classic scattering of several clever twists of the English language were well-timed and **Lew Meyer's** piece on the loss of hearing and olfactory sense got a great response. **Rob Robison** delved into the multitude of KC-135 variations and **Ted Elder** recalled an incident from his DC-6 days wherein a number of baby chicks escaped from their cardboard container which had been secured in the aft cockpit cargo area.

As usual, hangar flying and its memories were widely varied and most welcome. Also, **Doug Whitworth**, recovering from bypass surgery, sent greetings and we wish him a speedy recovery.

Jackie's dining service was exceptional as always and we thank her for taking care of the photographic duties.

Until May 12th,

For the Flock,

Hank Kerr



L-R: Jan Henry, Margie Reid, Mary Breivik.



Front row: Jim Barber, Jack Brown, Lew Meyer, George Brown.

Back row: Bob Reid, Alex Dunn,

Hank Kerr, Larry Knechtel, Pete Lara, Rob Robison, Ted Elder, Doug Postlewait.

SFO - North Bay Group

The North Bay group met on April 6th, the first Wednesday of the month, at *Cafe Bellini* in Petaluma. A nice turnout and a lively and spirited luncheon. Will we ever run out of tales to tell? I hope not, such fun.

Rick Saber had a cruise to Antarctica cancelled last month but is rebooked on a cruise from San Francisco through the Panama Canal to Florida so I think we will hear of that adventure at a future meet.

Our place to meet is the *Cafe Bellini*, 100 S. McDowell Blvd., Petaluma. First Wednesday of the month, 11:30 am meet with a 12:00 noon sit down. Usually out the door before 2:00 pm.

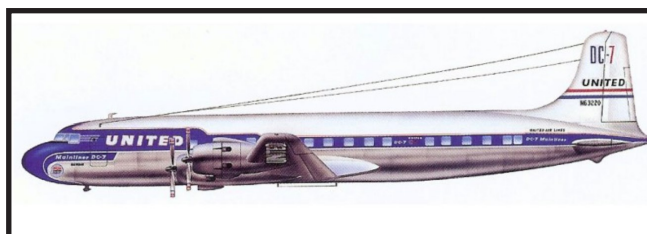
Come join us, all are welcome, bring your appetite and a story to tell.

Per Ardua,

Barney



CW: Dee Whyman, Carol Reed, John Reed, Mike Gaylord, hidden behind Bob Billings, Rich Saber, Bob Billings, Jules Lepkowsky, Larry Whyman, Dick Lammerding. Doris Donegan and granddaughter Chanielle Beauchamp. And of course, the fotografer, me.



SFO - Bay Siders - Jan

Well, as you can see by the picture, there were only three people in attendance at our luncheon. In fact, if you look at the picture closely, the restaurant was pretty empty.

Part of that was my fault. I sent out an email reminding everyone about our luncheon, and told them I would be talking to them about the cruise **Cyndi** and I just returned from. Unfortunately, a Covid test revealed that we had been infected with Covid on said cruise. We were isolating. Of course, we had a test within 48 hours of departure, and we were boosted. The good news is that **Cyndi** was asymptomatic and I only had very mild symptoms, not even a fever. Sore throat for a day, and intermittent coughing for a couple of days, no worse than a light cold.

The cruise itself was really enjoyable. Great entertainment, great food, and we met lots of good people. As a bonus, where our ship was anchored in Cabo San Lucas, four whales put on a fishing expedition. Good stuff. Our ship Ruby Princess, was only one quarter full. The people at the luncheon all enjoyed the food, and had a good conversation. Back at you next month, 12 noon, second Tuesday of the month, *Harry's Hofbrau*, Redwood City, California.

Rich Erhardt



L to R: Jerry Terstiege, Jeri Johnson and Bill Klett.

SFO - East Bay Group

The day was a little cloudy for our April luncheon at the *Black Bear Dinner*, but that's ok, we need rain here in the parched west. In attendance were **Rich and Georgia Bouska**, **Rich and Marilyn Sperling**, **Neil and Tammy Dahlstrom**, **Charlie and Bobbie Ward**, and recently retired pilot **Jan Jensen**.

Jan gave us a brief rundown of his career at United. **Marilyn Sperling** reminded us about Opening Day on San Francisco Bay, April 24th. It's a parade of boats featuring over 100 historic work boats, fireboats, tow boats, and classic and contemporary decorated craft. Power and sailboats will be competing for best decorated honors.

There was a lot of talk about our careers at UAL and where it's going. United seems to be hiring big time for future expansion and replacements. There was lots of talk about the situation in Europe, Ukraine and Russia. For those of us who served in the military years ago it's déjà vu all over again, will we never learn from the past? We meet at 1:00 the second Wednesday of each month at the *Black Bear Dinner*, 807 Camino Ramon in Danville. Sorry, no picture picture again! Someone has to remind me to take the picture as my mind is going.

Rich Bouska

SFO - Bay Siders - Apr

We had a lively group for our April luncheon. Besides five Bay Siders, we had three guests. **Rich** and his wife **Georgia Bouska** joined us. They are longtime Bay Siders who now host The East Bay RUPA chapter. Always good to see them. We were also visited by **Terry Adams**. She is a close friend of a number of us, where we are all members of my San Carlos American Legion Post. **Jerry** and his wife **Krista Terstiege**, could not make it because they were following covid protocols.

Of course, we talked about our airline and how lucky we are to have excellent leadership the last few years. It was pointed out that we can at this time fly roundtrip to Hawaii for \$200. Unbelievable. We expressed concern about our ever-growing California government, and how it infringes on our pocketbooks and personal lives. **Rich Bouska**, our RUPA cruise coordinator, talked about our upcoming Alaska cruise.

Other retired United employees groups were discussed. I am a member of the United Old Geezers. It's members all worked in engineering and maintenance at the SFO maintenance base. I had the privilege of meeting and working with this fine group of people, in the 80's when I was furloughed. They also meet a *Harry's Hofbrau*. Conversations with them are always enlightening.

Some of us are considering going to the RUAEA annual convention being held in the fall at San Diego. The **Bouskas** and myself are members, but all retirees are invited.

Enough for now. Come join us the second Tuesday of each month. Twelve noon at *Harry's Hofbrau* in Redwood City.

Rich Erhardt



L-R: Rich and Georgia Bouska, Rich Erhardt, Cyndi Schwager, across Terry Adams, Jeri Johnson, Carol Gillett, and Keltie Morris.

SMF - SAC Valley Goldwingers

Hi all from sunny California. We had a light turnout for our luncheon, but it had such a significant impact on the award of congratulations to **Jerry Blalock**. More on that later. More often than not, the focus of our conversations seem to be on our health and well being. I am quite sure in my assessment that most all of the RUPA luncheons discuss their ills and recovery periods for the health issues we all experience. It is a fact of life but something we must deal with as we progress through our golden years.

Many tidbits of information and discussion were brought to light during our brief luncheon time at the Folsom Cliff House..... China Eastern announced they found a second black box that killed 132 people in a plane crash. A former Boeing test pilot was found not guilty of deceiving the FAA about the 737 Max jets. There are new opportunities for retired United pilots to conduct interviews in Denver for prospective United pilots. United is cutting 29 cities this summer because its partner Skywest Airlines doesn't have enough pilots to fly the routes. British Airways and Virgin Atlantic are set to remove their mask mandates. And now UAL is allowing unvaccinated workers to return to work who have religious and medical reasons. **Dave Leippe** announced the upcoming events for California Capital Airshow this September 30, October 1st and 2nd. **John Kallio** brought up the discussion of transferring the United Schwab account to another equitable brokerage firm. **Bruce Milan** discussed the World Wings International organization. With all that is transpiring in Ukraine, I thought this was a very relevant topic to discuss. World Wings International is an organization of previous Pan Am flight attendants. Their main charity is Doctors Without Borders. They have just raised over \$80,000 to be spent helping Ukraine. **Bruce's** wife, **Liv**, is the World Wings International treasurer and we congratulate her for work with this organization.

Lastly, I made a presentation to one of our most active Goldwinger pilots. I presented **Jerry Blalock** with an award of congratulations on behalf of RUPA for his receiving the "Wright Brothers Master Pilot Award" in recognition of his 50 years of exemplary aviation flight experience, distinguished professionalism and his steadfast commitment to aviation safety. **Jerry** made his first solo flight in Feb 1954 in a Piper PA-18/ North American T-6 Texan out of Marianna, Florida at the age of 22 and he made his final flight in a Cessna 182 out of Sacramento, CA in 2017 at the age of 84. Throughout his long career, Jerry flew small aircraft and military aircraft; he flew C-130s in Vietnam and he retired as a USAF Lt Colonel. He flew many airplanes with United Airlines retiring as a TCA and B-767 Captain. After he became a Level 3 Sheriff, he was elected to be the Commander of the Sheriff's Air Squadron where he flew search and rescue, Angel flights, and he taught children to fly at the Aerospace Museum of California. He is always humble and would just say that it was a good ride which is what every pilot prays for. He had a great ride which included 63 years of flying and 20,000 plus hours of pilot time with an additional 10,000 more hours as a flight engineer. And all this without the slightest scratch.

That's about it for now folks. Let Ukraine stand! Stay happy, healthy and strong.

*Still Flying High,
John Gorczyca*



Front row L-R: John Gorczyca, Sharon Gorczyca, Kathy Cotter, Wayne Mooneyham, Joannie Mooneyham, Judi Zari, Bruce Milan, Sean Blalock, Andy Fossgreen, Joni Corano.

Back row L-R: John Kallio, Jenny Kallio, Bill Authier, Jerry Blalock, Dave Leippe, Marv Alexander, Karl Winkelbrandt.

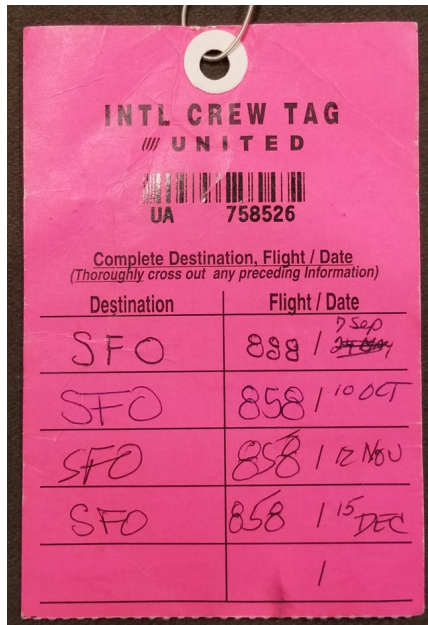
SUA - SE Florida Treasure Coast Sunbirds

Once again the Stuart Rupa group met for lunch at Shrimpers waterfront restaurant and enjoyed the fine company, weather and lots of stories.

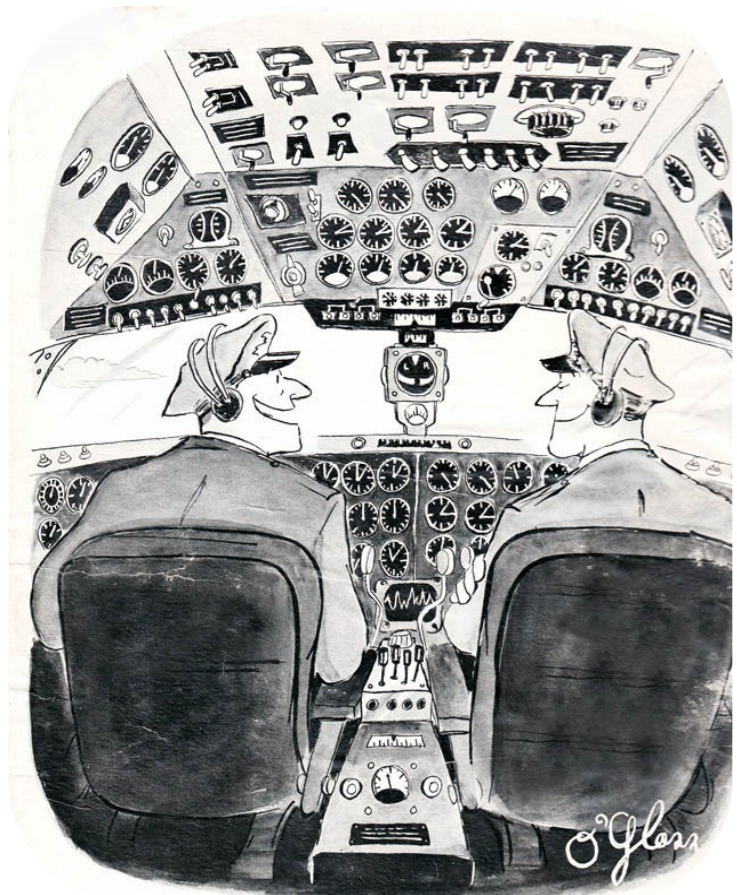
Greg Sternbach for Bob Langevin



CW: Dick Baese, Joe Hagan, Gregg Sternbach, Duff Daily, Jarmo Toivola, Buck Buchanan, Bob Senderoff, Dave Damon and Jerry Holmes.



OMG, The “stuff” we’d bring back from PEK an PVG.



“No, really, I’m not kidding—there was a time when I knew what they were all for!”

SNA - Dana Point

Beautiful Spring day over Southern California with blue skies and temperature in the high 60s. Exactly a dozen people showed up and we clustered around our regular table.

We gave a warm welcome to **Joe Udovch** who made a happy appearance after a few months absence. **Barbara and Corey Ferguson** were back from their visit to Tanzania and they showed pictures of giraffes and lions while on safari. **Boomer and Carol Knutzen** weren't present as they were in Maui meeting up with **Dave and Hiromi Bravender**.



Barbara & Corey Ferguson in Africa.



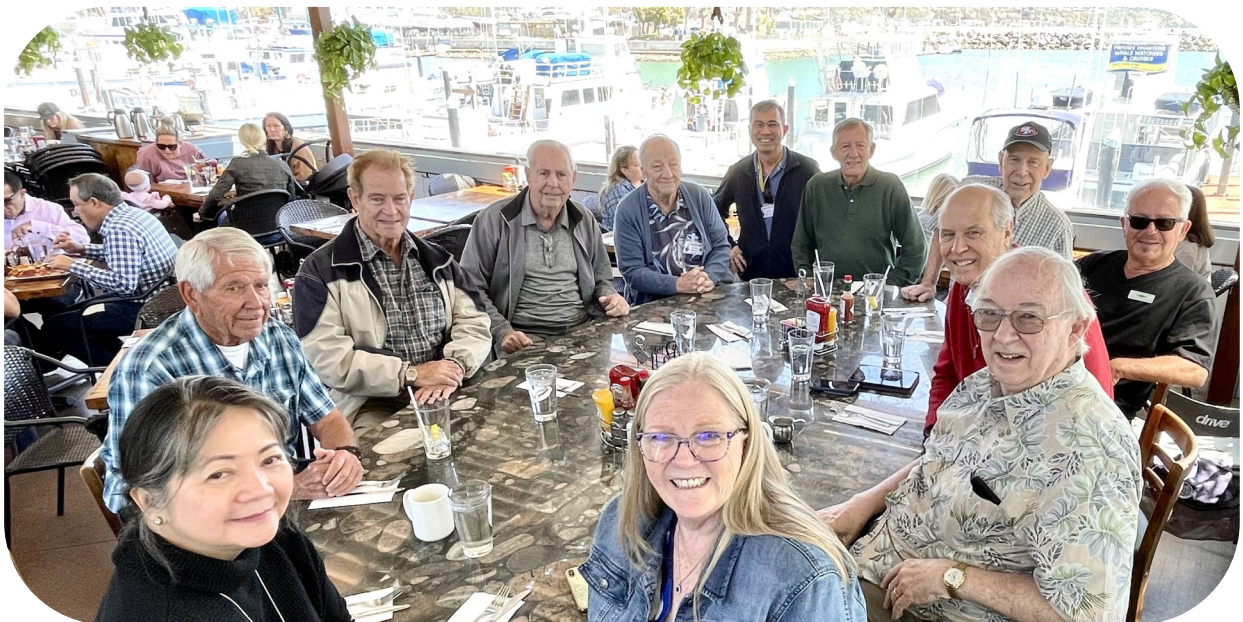
L-R: New hire Ruben Garay and Rusty Aimer.

Rusty Aimer gave an account of the Winging Ceremony at United's Denver Training Center, where new hires are given their wings after Indoctrination class. The new hires can nominate a mentor to present the wings, former UA pilots are requested to wear their uniforms. Apparently, the legacy United uniform with the thin stripes is a big hit among the older pilots at TK. They seem to prefer that rather than the current one. What amazed us the most was that **Rusty** was still able to fit in his old one after 18 years. Most of us were like **Bob Fuhrmann** who bragged "My tie still fits!" One almost overlooked detail was that Rusty was wearing a half wing on his tie. Perhaps he was hoping to get a free beer from the captains present.

Other topics included a quick demonstration of Foreflight - a flight planning tool in the iPad. And we also talked about our early career paths leading to United. One eye opener was the story of a new hire in the mid-sixties who quit United to return to flying for Bendix. We agreed that was a bad career choice.

Looking forward to the next meeting on May 10 at *The Proud Mary's* in Dana Point.

Rico Santamaria



CW from bottom left: Merle Santamaria, Bill Rollins, Butch Trembly, Carlos Bernhard, Denny Giesea, Rico Santamaria, Bob Fuhrmann Joe Udovch, Rusty Aimer, Corey Ferguson, Bill Stewart, Barbara Ferguson.

SNA - Dana Point Maui Annex

Things have definitely settled down here in Maui. We're back to more of a summer weather pattern, the trade winds blow most afternoons and keep things pleasant. We were the last state to drop the mask mandates so now one can go into the grocery, drug store, restaurant or anywhere without having to mask up. Ironically, I still occasionally see some lone person driving their car by themselves all masked up. I guess they're saving themselves from...themselves. There are also still a number of people in Safeway or Longs Drugs still wearing a mask and that's okay. It's a personal preference. I think we'll still see some folks mask up for the foreseeable future. It just feels better to me not to have a mandate hanging over my head.

During a really fun sunset cruise off the south coast of Maui the subject came up of price increases, inflation and what to expect in the future. I paid \$5.25 for premium a couple of weeks ago which I know is well south of some parts of California and other parts of the nation. Meat prices are way up, for example Prime beef tenderloin is \$38/lb, swordfish is \$22/lb. Don't always have to do "Prime", Choice fillet mignon is about \$23/lb and equally as good. Maybe less at Costco. We do mostly fish anyway...just sayin'. CA wines are only a dollar or two more than on the mainland. Hmm...that's interesting. Some items are jacked up and others are reasonably normal, go figure!

We have special visitors here this week and those of you from Dana Point / South Orange County, CA are bound to recognize them. **Boomer** and **Carol Knutzen** are visiting with their grandson for a fun-filled week of water activities and exploration. A week might not be long enough, they might need two!

The sun is out, the breeze is blowing, people are smiling and laughing. Couples are walking the beach hand in hand...It's Maui! Much Aloha to you all!

Dave and Hiromi Bravender



L-R: Dave and Hiromi Bravender, Boomer and Carol Knutzen with grandson Conner.

There I Was . . .

(Please Limit submissions to 1000 words)

There I Was . . . Getting \$1000 Sweet Revenge

By Robert Swain Writer

When I was a B-727 first officer flying out of Cleveland I was teaching seminars for Aviation Seminars Private pilot through Air Transport pilot examinations on weekends.

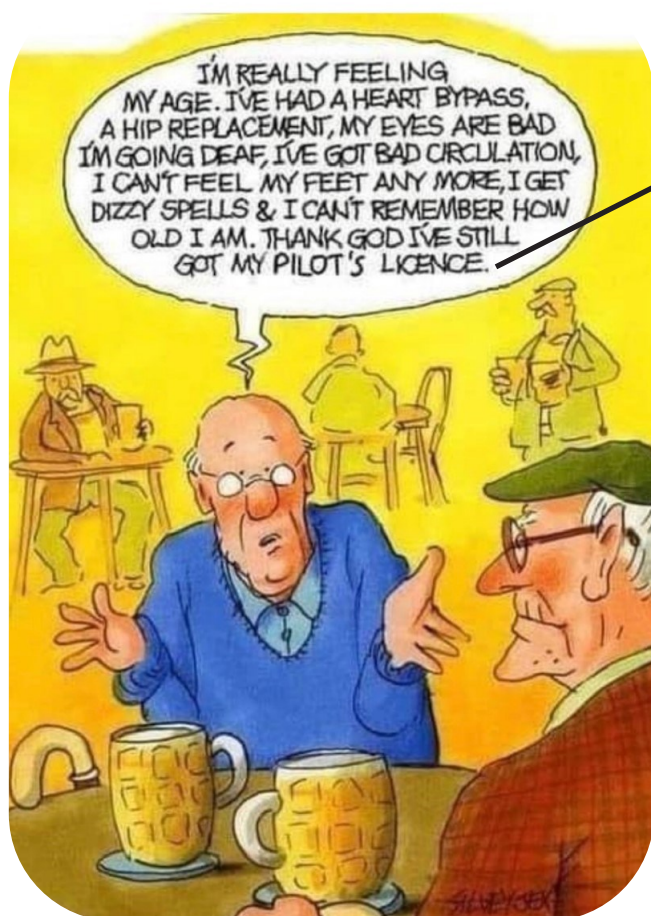
I often collected large sums of cash approaching \$4,000 for the weekend. Since I lived in Tioga, Texas, I often scheduled trips on Mondays before I went home and deposited the cash. It was on such a trip that I had about \$2,700 in my flight bag. Enroute a flight attendant came up and sat down, mad as she could be. I asked "what's the matter?" and she said "Some jerk in coach gave me a \$1,000 bill and wants me to comp his drink since we can't give him the change and I am sure he does this regularly."

"I said do you have the bill?" and she said "Yes, but I have no way of making change for it. "

I then told her that I did have the change and would give it to her for the \$1,000 bill. She literally danced out of the flight deck with change for \$1,000 for the man.

Shortly she came back and told us that he had found a smaller bill and wanted his \$1,000 bill back. She then said she had told him no. He then threw a temper tantrum. But she decided to ask me.

I told her "No way"!



Licence vs. License ?

Aviation Etymology: License (v.)

c. 1400, "grant formal authorization to do what would be illegal to do without it," from [licence](#) (n.), which see for the modern attempt at differentiation of spelling. Related: [Licensed](#); Licensing.

<https://www.etymonline.com/>

There I Was . . . Rope Start

By Joel Turpin <jturpin782@aol.com>

I was hired by United Airlines on June 9, 1986. At that time, we operated a mixed fleet of modern, glass cockpit airplanes and older, round dial airplanes. Specifically, the B-737 fleet had both types in its livery. At some point, it became fashionable for our pilots to refer to the older airplane derisively as “rope starts”. Even the old ACARS with push buttons instead of a touch screen was referred to as a rope start ACARS. Soon, everything old at United was known as a rope start.

It was common to hear pilots in casual conversation say something like “I’m taking a bid on the rope start 737”. While this kind of talk may be fun, how many of us truly understand the implications of the term “rope start”? For those of you who don’t, a short history lesson is in order.

Up until the early 1950s, lawn mowers were started with a rope. This rope was about three feet long and had a handle attached to one end. A knot was tied in the other end. The mower’s engine had a circular shaped flange bolted to the crankshaft with a slot cut in it for the rope. The engine was started by slipping the knot in the slot and wrapping the rope around the flange three or four times. The rope was then pulled by the handle and the engine started. Now that was a rope start!

With this in mind, let’s be perfectly honest. There is simply no way you can start a Boeing 737 with a rope.

However, all is not lost for a propeller driven airplane can be started with a rope! I should know. I actually witnessed the rope starting of an airplane that took place during the early days of my career. Now that I think of it, I might have been more of a participant than a witness. Anyway, I can still remember the incident like it was yesterday...

During the Spring of 1977, I was the chief pilot of a small commuter airline. The name of this outfit was Skyway Airlines, now deceased. Skyway was a civilian airline based on a military field. How my boss pulled this off I never knew and was afraid to ask. Our fleet consisted of two modern turboprop Beech 99s, four, not so modern, Beech 18s, four single engine planes of various lineage, and one truly ancient DC-3. The Beech 18s and DC-3 were radial engine, tail wheel types.

Our boss, and company president, was a veteran aviator from the old days. He had flown the C-46 and C-47 in the Air Transport Command during that little disagreement we had with the Japanese. In fact, he had flown these airplanes over the Himalaya Mountains, aka the hump, in the China-Burma-India theater. His name was Audrey.

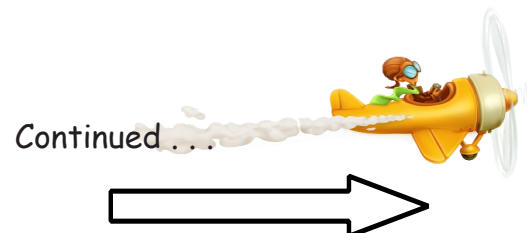
Audrey operated his little airline from the Forney Army Airfield at Fort Leonard Wood, Missouri. This particular Army base was situated among the streams, the hills, and moonshine stills of the Ozarks. It was the perfect setting for a rope start!

It all began one warm spring day as I was working in my office in flight operations at Forney Field. I received a phone call from one of my Beech 18 captains. He was calling from St. Louis with a complaint about the starter on his left engine. He said it would barely turn the engine over fast enough for a start, adding that it had gotten progressively more sluggish at each stop along his route. I said if he could get it started just one more time, and complete his flight to Fort Leonard Wood, our mechanic would fix it there. He agreed to try.



Skyway Airlines Beech 18 that was rope started.

After rocking the propeller with the bad starter for a minute or so, he finally got the engine running and took off. About an hour later the captain and his first officer parked their Beech 18 on Skyway’s ramp and discharged their nine passengers. I called our mechanic and the two of us sauntered onto the ramp to greet the crew.



Junior, our line mechanic, climbed into the cockpit and cranked the left engine. We all heard the click of the starter relay but the prop didn't budge. The starter was now completely dead. Junior appeared burdened by the situation, saying that it would take several hours to fix. As we stood in front of the Beech 18 discussing the problem, we were joined by Audrey, the company president.

After a lengthy discussion of what should be done, we reached an impasse and lapsed into a thoughtful silence. We would surely have to cancel the remainder of the crew's schedule which consisted of six more legs. The silence was finally broken when Audrey began to speak. Looking at no one in particular, he commenced in his slow Missouri drawl.

"Well boys, we'll just get her started, then fly the rest of the day with the engine running." Looking at the captain, he added "Just don't shut the left engine down when you board your passengers. We'll fix the damned starter when you get back tonight." An uneasy silence followed. After all, getting the engine started was the problem, not the solution!

I couldn't stand it any longer and posed the question that was surely on everyone's mind. "Audrey, how are we going to start the engine without a starter?" After a well-planned moment of silence, a wicked little smile appeared on Audrey's leathery face. Then he spoke, and he had an extraordinary plan...

"We'll use a rope. Boys, during the war we used to start C-46s and C-47s all the time without the luxury of an electric starter. We'd start 'em with a rope."

We were bewildered by Audrey's plan. None of us could fathom how an airplane could be started with a rope. We would soon find out, and it would be a startling revelation! Audrey did an about face and headed across the ramp toward the fuel truck...

Ernie, our fueler and part time moonshiner, was sitting in his idling fuel truck writing on a clipboard. The boss called out to him. "Ernie! Get the rope from the line shack!" A few minutes later Ernie appeared with a rope that was about 25 feet long and three quarters of an inch in diameter. The boss looked it over thoughtfully, nodding his head in approval, saying it would be perfect for the job.

Audrey then had Ernie move his fuel truck so that it was parked ahead of the left wing, parallel with the leading edge, and facing away from the left engine. He instructed Junior to position the engine maintenance stand in front of the engine. Then, with rope in hand, Audrey climbed up on the stand and turned to face the engine.

He tied a knot in one end of the rope, slipped the knot behind one of the prop blades, pulled the rope forward, and methodically wrapped the rope around the propeller spinner five or six times. It looked like Audrey was preparing to start a giant, nine cylinder, 450 horsepower lawn mower!

Next, Audrey tossed the other end of the rope down to Ernie. "Tie that end to the back bumper of the fuel truck and I'll get into the cockpit. When I'm ready to start the engine, I'll give you the signal. When I do, drop her down into low gear and take off! Got it?" "Yeah" replied Ernie with trepidation in his voice. Unlike the rest of us, Ernie now had the big picture and his confidence in this operation was beginning to waver. Even so, he climbed into the cab of his truck and patiently awaited the boss's signal.

Watching all of this filled us younger pilots with a feeling of awe and anticipation. We sensed that we were going to witness an event that is only seen once in an entire career. We were about to see an airplane rope started!

Audrey climbed into the left seat of the Beech 18 and opened his sliding window. Since I was the chief pilot, I thought I should at least be involved on the periphery of this operation, just in case something went wrong. With this as justification, I occupied the copilot's seat. This innocent act unwittingly changed my involvement from casual observer to participant, a role that haunts me to this day.

Audrey then committed a serious procedural error, for he altered the normal engine start sequence. Under more civilized circumstances, we would have cranked the engine with the mixture levers in full rich, counted off “9 blades” passing by the cockpit window, then switched on the magnetos which would have started the engine. Audrey switched the magnetos on before starting the engine.

Now, instinctively, I knew this wasn’t right, but having never seen a rope start, I wasn’t sure, so I didn’t say anything. I should have as events would soon prove! Anyway, Audrey shouting made me forget about the magnetos.

“Ernie, pull forward a little and take the slack out of the rope!” The ever-obedient fueler inched his truck forward until the rope was taut. “Stop! That’s perfect,” shouted Audrey. Everything was set for a rope start. But would it actually work? It was a tense moment, and we held our breath.

The tension was broken when Audrey shouted “Gun it Ernie!” Ernie mashed the accelerator pedal to the floor and the fuel truck lurched forward. We couldn’t believe our eyes when the propeller began to turn. The plan was actually going to work! And after just two revolutions, the big Pratt & Whitney roared to life in a cloud of smoke.

But something was wrong! The engine had started too soon. It was running but there were still three or four rope wraps left on the propeller spinner. Then Ernie got distracted by the engine and inadvertently steered the fuel truck slightly to the left. This angled the rope into the propeller’s plane of rotation. One of the prop blades hooked the rope causing it to break. A 10 foot section of the rope was still attached to the propeller which was now spinning at 1000 rpm. The rope began beating the airplane with a vengeance, striking the fuselage just ahead of the cockpit, making a terrible sound. Whap! Whap! Whap!

Audrey was stunned and confused by the noise and took no action. I grabbed the mixture control and yanked it to the fuel cutoff position, an act that erased any doubt about my role as a participant in this ill-fated venture. All nine cylinders of the Pratt & Whitney quit firing and the propeller quickly coasted to a stop. Whap! Whap whap, thunk, thunk, then silence. It was over...

Feeling more than a little foolish, we climbed out of the cockpit and walked forward to the left engine. The raucous noise had attracted a small crowd of pilots, dispatchers, and bag loaders. Gapers.

A quick survey revealed the painful truth. This airplane would not be going anywhere soon. The fuselage had dozens of deep dents in the aluminum skin. In addition, the propeller anti-ice system, which consisted of an alcohol slinger ring, two spray nozzles, and associated tubing, had been completely mangled by the rope. And finally, the starter still needed to be fixed.

The great scheme to use ingenuity to overcome adversity lay in ruins. Although we had been defeated by our own hands, there was one thing that could never be denied. We had started an airplane with a rope. We just couldn’t fly around with a 10-foot section of it whacking the hell out of the fuselage!

So, the next time you hear one of our pilots at United refer to an airplane as a “rope start” remember, it’s no longer just a fun way to describe something old. It can be done. It has been done!

But if any of our pilots mention rope starting, I’ll deny any knowledge of the subject. “Start an airplane with a rope? You must be crazy!” Sometimes it’s best to let sleeping dogs lie...

Joel



Me in 1976 with the Beech 18 that was involved in the rope starting incident.

There I Was . . . Becoming An Airline Pilot

By Clark Crawford

Four score and seven years ago my parents brought forth on this Continent a new eight-pound person that turned out to be me. At that time I had no idea that I would at onetime become “accidentally” an Airline Captain.

It was a subtle barely noticeable way in which the unseen mysteries guided my destiny without my cognitive sense realizing it. I had no Intention to become an airline pilot and even a slight aversion to being one at all.

It began like this: About 1938 or 1939, a big four-engine bomber purported by the local press to be the biggest in the world, was at the city airport for an overnight stay. My father took the family to have a glimpse of this awesome plane. It was barely visible parked alongside a distant hangar in the waning light of evening. That was my first introduction to aviation that I can remember. I was four or five years old and had put on a few more pounds.

The second encounter with a plane was in Missoula, Montana. Again my father introduced the family to aviation by hiring a small plane to give us our first airplane ride, in a small four place high wing craft. I was in the second grade at school and was a little heavier than before. The third encounter about a year later Dad did the same thing for us at a grass strip located near Enumclaw, Washington. I had no inkling at that time that in the future I would be flying my own airplane off that strip.

Then years later in 1953, three of us chums, beginning our second year at college, hired a plane to take us on a sightseeing flight over Edmonton, Alberta. We all enjoyed it so much and we all agreed one of us had to get a pilot license so we could have more fun more often. Each of us had minimum funds but the responsibility fell upon me because I must be the richest of the three, I owned and drove a 1940 Pontiac sedan. So, I must have lots of loose cash, neither of my chums could afford an auto.

The Edmonton Flying Club had a training program for Private Pilot rating that had ties with the Canadian Government and the Queen of England. Simply said “if a student completes the PP course within one year, the Government will grant the successful participant \$100.00”

That may seem a pittance presently, but let me give some perspective. The PP license required a minimum of thirty hours to complete the course. The Fleet Canuck two place trainer cost \$7 an hour, the instructor another \$2. During that fall and winter I squeezed in the thirty hours while full time at University studying Engineering on my way to becoming an engineering Physicist. That allowed me to do the math.

30 hours at \$7/hr = \$270

8 hours to solo and three other hours of exposure to phases of flight and the flight test at \$2/hour = \$ 26

\$296 minus the \$100 grant put me out of pocket \$196 for my Private Pilot license. There were other costs such as gasoline for my car trips back and forth from campus to the airport twenty or thirty cents a gallon, maybe five gallons total that could be another \$1.50 maybe. But I scrimped through that fall and winter 6 months of busyness ready for coming adventure.



Dad died a year later, I continued university in Seattle, worked for Boeing at \$2.00/hr in Tool and Production Planning. I took note that the instructor pilots that checked me out at the airplane rental facilities charged \$ 8.00/hour four times the wages that Boeing paid engineers.

I made the decision to get my aviation commercial license and Instructor certificate. That would allow me to make more money and have flying fun as well. I bought a four place Stinson Voyager parked at Portland International airport. Flew to Portland from Seattle in a United Airlines DC-3; again, not realizing fate was giving me hints of my future flying.

Taught myself the material to pass all the written tests, practiced all the self-taught flight maneuvers for Commercial pilot and Instructor, multi-engine and instrument ratings. Ed Leach at CAA office at Boeing field issued me the documents as I successfully completed all requirements.

One of my Edmonton instigators was my first student, successfully getting his PP license in 1957. I was drafted that year into the Army, as all of us 22-year-old eligibles were. After Basic training in how to kill people, I was assigned to Fort Leonard Wood for electrician school. There was the FLW flying club there. I was assigned to the air section as helicopter mechanic helper. Duty was to be available for all aspects of the air section. L-19s, De Havilland beaver L- 20s, Hughes helicopters, all needed servicing.

I became chief pilot and flight instructor for the club. Initially our trainers were a surplus piper super-cub and an Aeronca champion. Fleet grew over time with addition of two Navions and two Cessna 195s. I built up a lot of flying time there instructing others to fly as well as flying charter flights all over the Midwest for recruits on their first weekend leave since entering basic training wanting to visit home, and girlfriends.

I was mustered out July 1959. Back to Seattle area I arrived flying my 1948 Bonanza. I had traded the Stinson and some cash for the Bonanza. I had taken my Stinson with me to Fort Leonard wood. I kept it parked on Forney field there until some officer disapproved of an inductee private having his own airplane on base. No officers of any rank had an airplane. Just me, a private, and a sergeant with his Piper Tri-Pacer. I parked it a few miles away at Waynesville airport where the airport operator Phil Keister lived with his family and hired some of us pilots to fly some of his charters. When I got out of the Army I realized I had had enough of instilled obligations over the years that others wanted me to do. I did not want to go back to University or Boeing so I hung out at Renton airport where I kept the Bonanza tied down. I aided the local used airplane dealer when he requested me to demonstrate airplanes to customers, train them, pick up and deliver airplanes, accompany him on buying trips, to evaluate aircraft, boats, vehicles and whatever he dealt with. I had the use of the stable of aircraft on his "for sale" lot for my own pleasure. Such a deal.

One day another pilot friend stopped by the lot and said "Northwest was hiring co-pilots and he was going up the hill to Sea-Tac airport to apply, do I want to go along? I did. We had all the flying qualifications, the personnel clerk told us, but he couldn't hire us because we were too short. We needed to be 5 ft -10 inches tall. We were each an inch short. So we went across the parking lot to United Airlines to apply for the more unassuming flight engineer positions that were in vogue at that time. United hired me and not my friend. Another twist of fate strikes again.

Then I played United's game for 35 years and walked off the airport in 1994 as a Boeing 747-400 Captain of one of the biggest airplanes in the world. Full circle from that 1938-39 event.

I didn't really try it just happened.

Clark Crawford



There I Was . . . Plummeting Toward Earth

By Gerry Baldwin

In the mid-1970s as a Navy flight instructor in T-28B/C aircraft, I was teaching Charlie basic instrument flying. One brief demonstration was designed to illustrate vertigo. We used the procedure with every student; it rarely worked. Following is how it unfolded.

While in normal cruise at high altitude, normally at night, with the student in the back seat under a blackout hood, we would instruct the student to close his/her eyes. We would then roll smoothly into a thirty-degree bank and hold the bank for at least thirty seconds. We would, next, roll smartly out to wings level and say, "Open your eyes, you have the airplane."

The idea was that the student's inner ear would be accustomed to the sensations of the steady bank and feel uncomfortable with the airplane abruptly back in wings-level flight. Their discomfort might lead to their rolling back toward the thirty-degree bank. The idea was to help students to trust their instruments, not their sensations. The reason it rarely worked was due in no small part to the average students' being savvy and not closing his/her eyes. Charlie was not your average student.

When I said, "Close your eyes," one could not have pried Charlie's eyes open with a crowbar. We were north of Pensacola, FL, at 14,000 feet on a clear night with no moon. Charlie was "under the bag." I asked him to close his eyes and only open them when I instructed. I rolled smoothly to thirty-degrees angle of bank and held it for thirty seconds. I, then, rolled smartly to wings level and said, "Open your eyes; you have the airplane." He rolled smartly back to thirty-degrees angle of bank and hesitated there, briefly; but it did not feel right; and his attitude indicator showed an angle of bank.



Fig 1. T-28 Gyroscope

He continued to roll, and the T-28 gyroscope, Figure 1, was of limited help. It was merely a black ball with a narrow white band around the middle. It provided no indication of sky or earth. Charlie rolled till the gyro horizon line indicated wings level.

By that time, his inner ear had caught up; and he felt right. Of course, we were perfectly inverted. He held one G, so the nose began to fall through. I asked him to tell me what he was seeing and feeling. He said he felt fine but that the gyro was rolling up, the airspeed indicator was going haywire, and the altimeter seemed to have failed and was unwinding. He asked me if I were pulling some circuit breakers. By that time, we were pointing straight down and accelerating through 240 knots. The wind noise was overwhelming. He did not seem to notice.

I said, "That completes the maneuver; I have the airplane." I continued, "It is a beautiful night; so, pop the hood (two snaps held it; and when released, it snapped back under spring tension) and enjoy the view." He pulled the two release straps, saw the city lights coming startlingly at us, and I could hear his scream through his oxygen mask, my helmet and ear plugs, and over the din of the engine and the wind noise. I completed the split-S he had going; and I could not stop laughing, though I did so without his knowing. I am still laughing, today, whenever I think of that night.



1930-1933



1933-1935



1935-1939



1939-1940

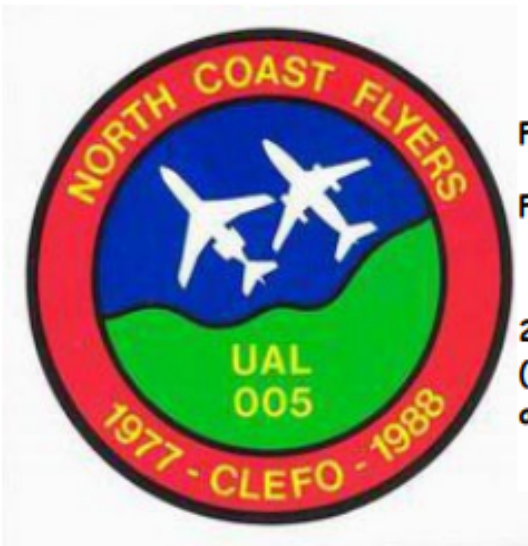


1940-1954



We're Back !

11 JUNE 2022
VAXED and Boosted
CRAZIE'S Summer Fete



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 !

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

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,



Articles

Industry related news and other articles

It's All About The Décor

Carol Gillett, retired, is one of our active SFO Bay-Siders RUPA members. She has worked in many departments at United including Inflight and Flight Ops. She always has some good stories to tell from different areas she has worked. As you can tell, she is innovative and creative, traits that were assets at UAL. Here is one of her stories.

Rich Erhardt

Bay-Siders Representative

At a recent RUPA lunch, we discussed AA's new planes in the 80's, when UA seemed to be stalled. I was a new SJC District Sales Manager. Travel agents sold 80% of our tickets. Our enterprising sales reps discovered AA had programmed Sabre with deep schedule bias against United. If a customer asked a Sabre agent for an 0800 NY flight, UA flights did not display until page 2 or 3. Analysis revealed we were losing 10 points of market share in every Sabre agency (a contributing factor to fewer new airplanes?)

Thus began a strong push to convert Sabre agencies. One of AA's star San Jose Agents was owned by a dynamic attractive Philippine woman. She held top accounts, such as Intel, Tech CEOs' personal travel accounts, and was well connected in this early Silicone Valley era of hot competition. There were almost no women managers then, and she and I enjoyed each other.

However, none of our conversion efforts were successful; commissions, VP visits, UA's dominant Bay Area market share, nothing worked. One day it occurred to me that her gorgeously decorated office was a problem. It was a strong selling point for her agency. The front desk was backed by a 28 ft long black Coromandel screen. Her office rooms had magnificent Asian rugs. Her desk was clear glass, and glass etageres held crystal, Chinese vases and modern art. The entire agency was peach and cream. [Sabre CRTS](#) were **beige**. And, Voila—I could see our **turquoise** [Apollo] computers were going to ruin her elegant décor and color scheme.



Beige Sabre Terminal



Turquoise Apollo Terminal

I was one of the first few female District Sales Managers. I called Paul Blackney, our wonderful EXO Tech Sales Manager, and said, "Paul, could we paint our computers peach? DEAD SILENCE....I could hear him thinking, "What the h---- is she doing?-- women!" However, Jim Flaherty and John Blackman agreed, we electrostatically painted over 100 Apollo computers for her 3 agencies....and she converted. I was told a few years ago that she was still using Apollo and a great UA supporter.



Carol Gillette

SUN n FUN 2022 Teaser

RUPA Day at the [SUN-n-FUN Aero Expo](#) in Lakeland, FL on April 7, 2022 was a day to remember! Severe weather for our photo shoot necessitated some adjustments. However, there were attendees not only for that day but also the following “good weather” three days. A complete write-up will be available in a future issue.

If any questions please email me at prose@yaho.com.

Best regards, Dot Prose (Osprey, FL)

Dot Prose



More photos in an upcoming issue . . .

And below are some photos from the masked retired UAL Capt. **D E Deke Kramer**. **Dot Prose** and **Deke** try their hand at gas welding.



United Hiring Retirees

Some retirees got this from United. . .

Dear retiree or P-VSL participant,



As valued members of the United family, we would like to inform you that two exciting employment opportunities are now available. We are looking for retired United pilots or those on P-VSL who are interested in pilot positions at our newest Aviate Part 135 partner, JSX. Additionally, we need retired United pilots or those on P-VSL to partner with our Talent Acquisition team to conduct Aviate and traditional pilot interviews. Please carefully read the following for additional information on these opportunities.

JSX pilot opportunities

JSX, an FAR Part 135 scheduled air carrier flying E135 and E145 jets, is now an official Aviate partner and is looking to employ retired United pilots or those on P-VSL for pilot positions, with the opportunity to quickly upgrade to Captain based on initial performance as a First Officer.

- JSX's present operation includes 24 aircraft with significant growth planned in the near future
- Currently, they have pilot bases in BUR, SNA, OAK, LAS, PHX, DFW and a route network that primarily serves the West Coast and Southern U.S.
- Pay is at the top of the regional airline industry pay scale, with a good quality of work life, allowing most pilots to return to their home base every night

Because of this, JSX hires you into the base you indicate you want at the time of application; commuting is discouraged due to the scheduling aspect associated with flying day trips

[https://www.airlineapps.com/jobs/details.aspx?emp=JSX&job=First-Officer-\(JSX\)](https://www.airlineapps.com/jobs/details.aspx?emp=JSX&job=First-Officer-(JSX))

If you have additional questions regarding pilot opportunities at JSX, please contact pilotcareers@jsx.com.

Conducting pilot interviews at the Flight Training Center

We are looking for pilots who have left the flight deck or are currently participating in the P-VSL program to conduct pilot interviews at the Flight Training Center in Denver.

- These interviews require a review of an applicant's credentials and background, followed by a 1 to 1.5 hour-long interview comprised of behavioral and technical questions
- You will be asked to debrief the applicant's performance with the TA representative and then score and document the applicant's performance; the results are then submitted to the Board of Review for the final hiring decision
- Interviews at the Flight Training Center in Denver are generally scheduled Monday-Thursday; interview schedules at other locations may vary
- We will work with you to schedule your time in advance and are requesting availability for at least one week at a time (e.g., we are unable to support partial week or single day availability)
 - \$55 per hour for scheduled work
 - Positive space travel to and from your home of record
 - Lodging at approved locations

If you are successful through the selection process, the TAPFIN team will reach out and explain the next steps of becoming a contractor for one of the approved United payroll suppliers and answer any questions. The payroll supplier will work to onboard you as one of their employees. This will include new hire paperwork such as W2, direct deposit, I9, etc. You will also need to complete the required background check and drug testing.

United needs to hire thousands of pilots in the years ahead and we want to tap the expertise and experience of those who have flown successful careers at United Airlines. Thank you for considering this opportunity to influence the future of our airline and to leave a legacy for those who follow you.

Flight Training Center pilot interviews FAQ

Will I be required to wear my old uniform?

Pilots are required to be in uniform when representing Flight Operations in traditional or Aviate interviews. If requested to represent HR in the interview, pilots are not in uniform.

How do I get paid?

United will engage you as a contractor via a third-party company called TAPFIN. You will be paid through an approved payroll supplier.

How does this impact my retirement benefits?

This will have no impact to retirement benefits through United or benefits associated with P-VSL.

What is a minimum time commitment you expect?

We are looking for individuals who are willing to commit for at least one full week per month.

What will my workday look like?

The interview schedule in Denver includes 3-4 interviews per day, each lasting 60-90 minutes. You will be paired with a recruiter from the pilot hiring team and will spend time before each interview reviewing the application and preparing questions, as well as time after the interview debriefing the applicant's performance. Aviate interviews may be conducted in Denver or other locations around the country (e.g., a partner university campus). Schedules for interviews outside Denver may vary.

How far in advance will I know my schedule?

We generally schedule candidates about 6 weeks out so we would like to confirm interviewer availability 6 weeks to two months in advance.

What if I change my mind?

Your work schedule is at your discretion and you are able to resign at any time, preferably with adequate notice to cover any interviews scheduled in the future.

Will you pay for expenses like meals?

United will reimburse reasonable expenses for those who travel to conduct interviews, including meal expenses, in line with United's travel and expense policy.

How do I book travel/hotel?

Processes for booking travel and hotel will be communicated at a later date and after hire.

Sincerely,

United Aviate & Pilot Hiring Team

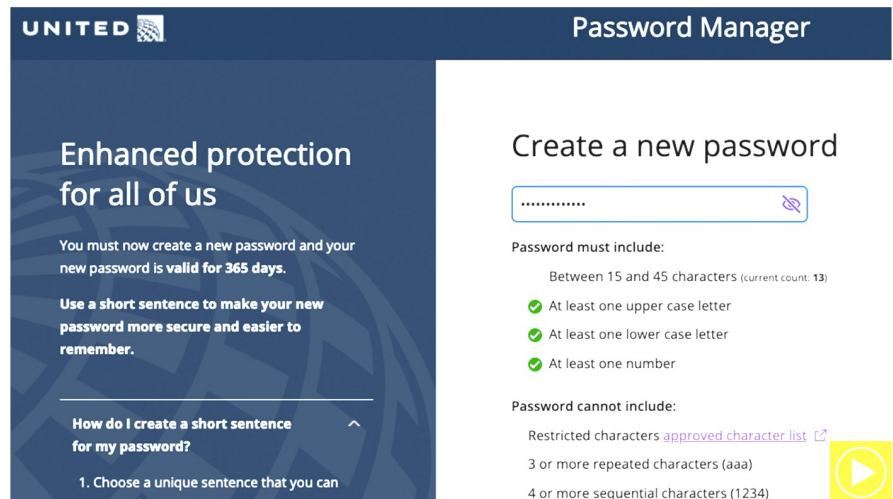


Flying Together - Change Your Password Once a Year!

Would you like more time back in your day? Tired of having to invent new passwords at work?

On March 1, United rolled out of a new password portal that will make password changes easier for you and more secure for United.

They are gradually transitioning small groups of employees to the new process so that we can ensure a smooth implementation.



The screenshot displays the United Password Manager interface. On the left, a dark blue panel titled 'Enhanced protection for all of us' informs users that passwords are now valid for 365 days and should be created using a short sentence. On the right, a white panel titled 'Create a new password' features a password input field and a list of requirements: 15-45 characters, at least one upper and lower case letter, and one number. It also lists restrictions such as no repeated or sequential characters. A yellow play button icon is visible in the bottom right corner of the interface.

Click the image for a video walking you through the reset.

<https://ft.ual.com/News/2022/02/11/Change-your-password-once-a-year>

Here's what you need to know:

- Your password will expire every 365 days instead of every 90 days.
- Your new password will be between 15 and 45 characters. Spaces count! The password portal is interactive and will walk you through the process. Plus, you get a security check on your chosen password.
- **Pro tip:** Using a phrase or a whole sentence is easier for you to remember than a complex string of letters, numbers, characters and words. Think “I ate 5 deep dish pizzas!” versus “i85d33pd1shp1zz@s” – who even does that?
- When you change your password, you'll get a confirmation email that includes information on how to sync it, update it on your mobile device, and where to go for help.

If you enable Face/Touch ID on your mobile or use your own password manager, the process is even faster.

Why are we doing this?

Longer passwords = more security. A password with only eight characters (e.g., “united12”) can be hacked in one second. Using a phrase with 15 characters (“My security is 1!”) would take 541 years for someone to hack.

If you have any difficulty with your password reset, please contact the Service Desk at 847-700-5800 or visit your local Tech Hub location for help. Keep these changes in mind, just in case you lock yourself out and need a password reset before it's your turn to change your password.

RUPArians, I tried this procedure and it went well.

Editor GeorgE

FDA study gets to the heart of expired medicine and safety

The big question is, do pills expire?

With a splitting headache, you reach into your medicine cabinet for some aspirin or ibuprofen only to find the stamped expiration date on the medicine bottle is more than a year out of date. So, does medicine expire? Do you take it or don't you? If you decide to take the medication, will it be a fatal mistake or will you simply continue to suffer from the [headache](#)? And how long is a prescription good for?



This is a dilemma many people face in some way or another. A column published in *Psychopharmacology Today* offers some advice.

It turns out that the expiration date on a drug does stand for something, but probably not what you think it does. Since a law was passed in 1979, drug manufacturers are required to stamp an expiration date on their products. This is the date at which the manufacturer can still guarantee the full potency and safety of the drug.

Most of what is known about drug expiration dates comes from a study conducted by the Food and Drug Administration at the request of the military. With a large and expensive stockpile of drugs, the military faced tossing out and replacing its drugs every few years. What they found from the study is 90% of more than 100 drugs, both prescription and over-the-counter, were perfectly good to use even 15 years after the expiration date.

So, the expiration date doesn't really indicate a point at which the medication is no longer effective or has become unsafe to use. Medical authorities state if expired medicine is safe to take, even those that expired years ago. A rare exception to this may be tetracycline, but the report on this is controversial among researchers. It's true the effectiveness of a drug may decrease over time, but much of the original potency still remains even a decade after the expiration date. Excluding nitroglycerin, insulin, and liquid antibiotics, most medications are as long-lasting as the ones tested by the military. Placing a medication in a cool place, such as a refrigerator, will help a drug remain potent for many years.

Is the expiration date a marketing ploy by drug manufacturers, to keep you restocking your medicine cabinet and their pockets regularly? You can look at it that way. Or you can also look at it this way: The expiration dates are very conservative to ensure you get everything you paid for. And, really, if a drug manufacturer had to do expiration-date testing for longer periods it would slow their ability to bring you new and improved formulations.

The next time you face the [drug expiration date dilemma](#), consider what you've learned here. If the expiration date passed a few years ago and it's important that your drug is absolutely 100% effective, you might want to consider buying a new bottle. And if you have any questions about the safety or effectiveness of any drug, ask your pharmacist. He or she is a great resource when it comes to getting more information about your medications.

<https://www.health.harvard.edu/staying-healthy/drug-expiration-dates-do-they-mean-anything>

United Airlines Pilots Retirement Foundation

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

‘Transient Ischemic Attacks,’ TIA’s, Which Can Be Serious, May Need a New Name

By Paula Span, The New York Times



On a recent afternoon in Bastrop, Texas, Janet Splawn was walking her dog, Petunia, a Pomeranian-Chihuahua mix. She said something to her grandson, who lives with her and had accompanied her on the stroll. But he couldn’t follow; her speech had suddenly become incoherent.

“It was garbled, like mush,” Ms. Splawn recalled a few days later from a hospital in Austin. “But I got mad at him for not understanding. It was kind of an eerie feeling.”

People don’t take chances when 87-year-olds develop alarming symptoms. Her grandson drove her to the nearest hospital emergency room, which then transferred her to a larger hospital for a neurology consultation.

The diagnosis: a transient ischemic attack, or T.I.A.

For decades, patients have been relieved to hear that phrase. The sudden onset of symptoms like weakness or numbness (often on one side), loss of vision (often in one eye) and trouble with language (speaking, understanding or both) — if resolved in a few minutes — is considered “transient.” Whew.

But in a recent editorial in JAMA, two neurologists called for doctors and patients to abandon the term transient ischemic attack. It’s too reassuring, they argued, and too likely to lead someone with passing symptoms to wait until the next morning to call a doctor or let a week go by before arranging an appointment. That’s dangerous.

Better, they said, to call a T.I.A. what it is: a stroke. More specifically, a minor ischemic stroke. (Almost 90 percent of strokes, which afflict 795,000 Americans a year, are ischemic, meaning they result from a clot that reduces blood flow to the brain.)

Until recently, T.I.A.s “were played down,” said Dr. J. Donald Easton, a neurologist recently retired from the University of California, San Francisco, and an author of the editorial. “The person thinks, ‘Oh, it’s over. It goes away, so all is well.’ But all is not well. There’s trouble to come, and it’s coming soon.”

The advent of brain imaging — first CT scans in the late 1970s, then the more precise M.R.I.s in the 1990s — has shown that many T.I.A.s, sometimes called ministrokes, cause visible and permanent brain damage.

“Very quickly, nerve cells and their connections start to die,” Dr. Easton explained. And the risk of a subsequent stroke, possibly a more severe one, is highest within the first 24 to 48 hours.

He and his co-author on the editorial, Dr. S. Claiborne Johnston, a neurologist at the University of Texas at Austin and former dean of its medical school, want people who experience these episodes to head for an emergency room, stat.

“We’re trying to get rid of a term that has comforted people in the past,” Dr. Johnston said. Because “your brain is likely injured and you don’t want it to be injured further, you need to come in right away.”

Dr. Jeffrey Saver, a stroke neurologist at U.C.L.A., called the proposed change in nomenclature “an intriguing, radical and potentially good idea.” The transient ischemic attack name dates to a 1975 report from the National Institutes of Health. So, he said, “this upends 50 years of classifying low-blood-flow events in the brain.”

But will health care professionals change their terminology? “The T.I.A. concept is deeply entrenched in medical thinking,” Dr. Saver said. “It’s the kind of idea that will gather adherents slowly.”

He supports the change, however, because “it reflects what we’ve learned over the last two decades — even very brief episodes of low blood flow to the brain lead to damage” and because calling such episodes “minor strokes” may lead patients to respond more quickly.

“The treatments for ischemic stroke are very time-dependent,” he explained. “Every minute counts towards getting a better outcome.”

In an emergency room or specialized stroke center, patients undergo a brain scan to be sure their symptoms resulted from a minor stroke rather than from a condition that can mimic it, like a seizure or a migraine.

Patients who have suffered minor strokes usually start taking two drugs, typically aspirin and clopidogrel, which prevent clotting. (Some may need other medications or a surgical procedure, like a stent placement.)

After three weeks, when the highest risk for another stroke has passed, most continue with just one drug, usually a low-dose aspirin. “It’s easy, it’s cheap and it’s well tolerated,” Dr. Johnston said.

Twenty years ago, when Dr. Johnston led an early study of stroke risk after a T.I.A., 10.5 percent of patients suffered another stroke within three months; half of those occurred within the first two days.

That rate has declined substantially, thanks to improved treatments for stroke, lower smoking rates and the widespread use of cholesterol and blood pressure drugs and blood thinners. Recent studies in *The New England Journal of Medicine* put the risk of a subsequent stroke, coronary syndrome or death after a T.I.A. at 6.4 percent in the first year and another 6.4 percent in years two through five.

For neurologists, however, that is still high, given how devastating a major stroke can be. A name change for T.I.A.s might lead to quicker responses that further reduce the rate of subsequent stroke risk.

Circumstances can arise when older people or their caregivers choose not to seek immediate medical help. In 2017, Maggie Flanagan was 88 and into her seventh year with Alzheimer’s disease when Therese Flanagan, her daughter and caregiver, suddenly noticed odd physical symptoms.

“She was sitting in a recliner next to me when her head tilted back a little and her eyelids started to flutter,” Ms. Flanagan said. “One eye was drooping a little. I held her hand and said, ‘Are you OK?’ There was no response at all.” Then, a couple of minutes later, “she was back.”

Before, when their mother was still able to make such decisions, she had signed a do-not-resuscitate order and an advance directive instructing that “she didn’t want her life prolonged,” her daughter said. The family agreed that taking her to a hospital would only cause fear and disorientation. She and her siblings decided not to call 911.

Maggie Flanagan’s doctor said that she had probably experienced a T.I.A.; she had a more serious stroke five months later and died the following year, at home in her Chicago apartment.

But most people choose treatment. Ms. Splawn, the dog owner from Texas, said she was feeling fine and expected to go home to Petunia shortly.

Patients treated appropriately for minor strokes will remain at a higher-than-normal risk for another stroke, especially in the first year, Dr. Saver said. But “by two or three years out, the risk is just a little higher than for folks who never had a T.I.A. or a minor stroke.”

Wanda Mercer, for example, had a minor stroke four years ago, at age 66. An administrator at the University of Texas, she had donated blood during her lunch break, then fainted in an Austin restaurant. The staff called 911, but in the emergency room, everything seemed normal; she went back to work and regaled co-workers with her noontime adventure.

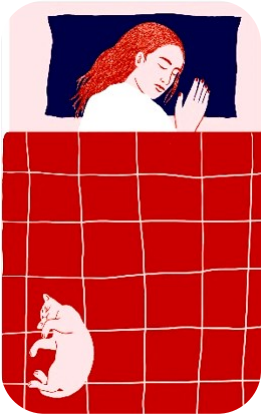
Suddenly, “I couldn’t find my words,” Dr. Mercer said. “I couldn’t articulate.” The problem lasted only seconds, but colleagues recognized a possible stroke and sent her back to the emergency room, where an M.R.I. revealed tissue damage. She has taken a statin, a cholesterol-lowering drug, and aspirin ever since.

“I’m lucky,” she said. “I haven’t had one adverse symptom since.”

<https://www.nytimes.com/2022/04/09/health/elderly-stroke-transient-ischemic.html>

Why 6 to 8 hours of sleep a night is crucial

By Jane E. Brody/The New York Times



From *The Health Toll of Poor Sleep*. By Jane E. Brody / The New York Times

Finding that slumber sweet spot can be helpful for fending off a range of mental and bodily ills.

Sleep — both its quantity and its quality — is one of the most frequently discussed health topics. How often have you told a friend or relative, “I’m exhausted, I was up half the night”?

Surveys have found that more than a third of American adults are unable to consistently get a good night’s sleep, with millions having trouble falling asleep or staying asleep. And the pandemic seems to have only made things worse, even for those who were previously “good” sleepers.

Remote work gave many people more hours in the day for personal use, but at the same time turned the workday into a 24/7 endeavor, with emails, texts and Zoom calls occurring at odd and often unpredictable times.

Working parents who lacked childcare options or had to help young children with online schoolwork during the day may have resorted to late night or early morning hours to get their own work done with minimal interruptions. They essentially became shift workers with erratic sleep schedules. Others lost sleep pondering whether their jobs were worth the stress and how they might reshape their working lives going forward.

And for countless thousands, the death of a loved one from Covid-19 has resulted in long-lasting difficulty falling asleep and staying asleep long enough to feel rested. A study from 2019 by researchers at Northwestern Medicine and Rice University found that grieving spouses who reported sleeping poorly had high levels of chronic, body-wide inflammation, which can increase their susceptibility to heart disease and cancer.

Poor sleep takes a toll on mind and body: Persistent fatigue may be the main complaint of sleep-deprived people. But beneath the surface, growing evidence indicates that disrupted or insufficient sleep can have widespread damaging effects on their physical and mental health. Sleep deprivation increases the risk of developing heart disease, high blood pressure, stroke and Type 2 diabetes. It muddies clear thinking, depletes energy, increases irritability and dampens one’s sex drive.

Even those who sleep soundly but for fewer than the commonly recommended seven or eight hours a night, may not be as medically well off with short sleep cycles as they think.

For example, a major study suggests that middle-aged people who are chronically short on shut-eye face an increased risk of developing dementia in their later years. The study, published last spring in the journal *Nature Communications*, followed nearly 8,000 50-year-olds in Britain for about 25 years. Compared with those who averaged seven hours of sleep a night, the study participants who slept six hours or less on weeknights were 30 percent more likely to be diagnosed with dementia nearly three decades later.

There is a sleep sweet spot: Those who sleep significantly more than seven hours a night, however, are not necessarily spared sleep-related health risks. For optimal health, there seems to be a sweet spot of six to eight hours of nightly sleep. A six-year study of more than a million adults ages 30 to 102 by researchers at the University of California, San Diego, and the American Cancer Society revealed a U-shaped curve, with the highest mortality rates among those who slept more than eight hours or less than four hours a night.

In the Nurses' Health Study that followed 71,617 women for a decade, those who slept eight hours a night had the lowest risk of developing heart disease. But in another study that followed 84,794 nurses for up to 24 years, those who slept nine or more hours a night were twice as likely to develop Parkinson's disease as those who averaged six hours or less.

Still, many more people, both lay and professional, worry more about too little sleep than an excess of shut-eye, and with good reason. Sleep-deprived people have more accidents and are more likely to fall asleep at inappropriate times, like at a play or concert or, most seriously, while driving.

Drowsy driving slows reaction time as much as drunken driving does. According to the National Highway Traffic Safety Administration, fatigue results in 100,000 auto crashes and 1,550 automotive deaths a year in the United States. Several automakers, including Subaru, Audi, Mercedes and Volvo, now offer drowsiness detection systems that monitor a car's movements, such as lane deviations, and alert sleepy drivers to take a break.

Sleep deprivation was a factor in some of the biggest environmental disasters in recent decades, including the 1979 nuclear accident at Three Mile Island, the 1986 nuclear meltdown at Chernobyl and the 1989 Exxon Valdez oil spill in Alaska.

How we sleep may affect how we eat: Although you might expect the opposite, several studies have shown that short sleepers tend to weigh more than those who sleep for longer periods, even though people expend more calories while awake than asleep. A study of 990 working adults in rural Iowa found that the less sleep they got on weeknights, the higher their body mass index tended to be.

A Canadian study of 240 children who ranged in age from 8 to 17 showed it was not helpful to try to make up for short weeknights by sleeping longer on the weekend. Fluctuating hours of sleep can affect appetite-regulating hormones in ways that prompt people to eat when they're not hungry and eat past the point of satiation. The Wisconsin Sleep Cohort Study found that short sleepers had low levels of the appetite-suppressing hormone leptin, and higher levels of the hormone ghrelin, which signals people to eat more.

Furthermore, an attempt to make up for lost sleep on the weekend has been associated with eating in the absence of hunger or in response to fatigue, as well as being unduly tempted by the sight or smell of food. I can attest to a common tendency to eat more — especially snacks of questionable nutritional value — when staying up past what should have been a reasonable bedtime.

Fostering a good night's sleep: Experts offer a variety of tips for getting a better night's sleep. Among them:

Avoid all sources of caffeine in the late afternoon and evening, as well as a big heavy meal close to bedtime.

Practice good sleep hygiene. Go to bed and get up at about the same time each day.

Do not use alcohol to help you unwind. Try a warm bath or meditation.

Reading before bed is great, as long as it's not on a computer or tablet that emits sleep-inhibiting light.

If outside light impedes sleep, install light-blocking shades or curtains or use a sleep mask. If noise is a problem, use earplugs or a white-noise machine.

Consider cognitive behavioral therapy, which challenges underlying thoughts or behaviors that may be keeping you up at night.

<https://www.nytimes.com/2021/12/06/well/mind/sleep-health.html>

Letters

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

Steen Munter – Crystal Lake, IL

Hello fellow ruparian.

22 years of retirement, still feel good, fly my little airplanes, still looking for that really good landing.

A long time ago I read about a new test for prostate cancer, called a PSA. At my company annual physical (remember those?) I asked that the test be added to my blood test. I was told it would cost \$10 and I said ok. Got a base number, 3.0.

Checked the PSA about every 5 years, then every other year after 70, then annually after 75 or so. PSA increases with age and by 80 it was 3.3. Very good.

At my spring physical, 2021, it shot to 6.0. For age 81 this is within normal, but my doc said let's do another blood test in 6 mos. Dec, 2021 it had risen to 6.6, still not outrageous for the age, but the increase from my "normal" was not good.

Saw a urologist in Feb., had a prostate biopsy March 1 and learned I had prostate cancer of an aggressive type. Treatment will commence soon.

Bottom line: if you don't know your base PSA you will not know when you are in grave peril. Understand I have no (zero) symptoms at all. If I had not known my base PSA number I would have continued merrily on to a possibly fatal result.

Bottom line...if you don't know your base PSA number, you are in jeopardy. Get it!!

Steen Munter ORDFO 1963-2000.

Steen



Wayne Walczak – Leander, TX

Aloha all RUPArians. Another year has passed since last post, but still living each day with exuberance! I will have, by the time this is read, scaled down my work schedule going from full time at Flight Safety International, to part time. This will mean I can dictate what days I wish to be available and thus, a much more relaxed schedule. More flexibility and more importantly, more time to spend with beautiful Nani. I'm sure glad she showed up for work that day and working the upper deck of our beloved B747-400. Sixteen years of marriage and looking forward to the next sixteen. She has been a trooper, holding down the household while I was gone to flight instruct in San Antonio (107 miles door to door one way - ugly). In many cases five or six days per week. Now she will have more of my attention to accomplish home chores and ability to travel. We plan to visit kids and grandkids more often, as well as, making RUPA luncheons. Although CDC has lifted mask wearing, we both still 'mask up' when in large crowd venues. Both of us have been double dosed and double boosted, but still prefer that extra layer of protection, thus the mask!

Have contemplated selling the house due to the bubble in real-estate, especially here in the Austin, Texas area, but have resisted because we do not have firm plan where to go. My preference is island living, but nani does not want any of that - so we're staying where we are at the moment. Good neighbors, warm evenings at sunset, and a glass of two of adult grape juice before retiring, should be enough to amend my motivation of changing lat & long. Judo is still part of my recreational life and hope to increase my time spent cultivation the practice. Along with a secure to write, I think I can fill up the next 20 to 30 years before old age does its deed. Enjoy here while you're here, 'cause there is no here there! Mahalo for reading this to the end.

Aloha,

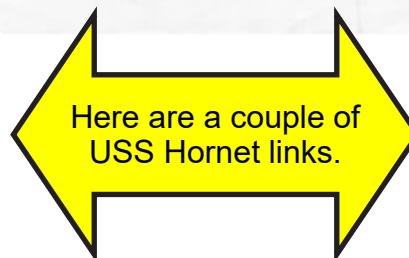
Wayne & Nani

Mike Ray – Murrieta, CA



OMIGOSH!!! If it wasn't for this note from my wonderful wife of 56 years. I would have overlooked the opportunity to tell you what I DIDN'T do last year. I didn't go skiing in the Swiss Alps, I didn't take a cruise to Antarctica, I didn't Climb Mount Whitney, I didn't go to The Ukraine, I didn't skateboard across America in 7 weeks, I didn't have a bucket list completion for anything. But I did hear from some of my friends and I visited the USS Hornet (my old ship) in Alameda.

Thank you for asking. If anybody wants to say "Hi", here is my e-mail address: mikeray@utem.com Mike Ray, who still dreams about "flying the line".



Wally Sitton – Lowell, AR

Wallace Sitton – Lowell Arkansas.....It has been thirty two years since my retirement in 1990. Since then my wife and I have moved to North West Arkansas, built a Log Home on Beaver Lake, our own Hangar and runway, boat dock, and shop. We are enjoying the good life. We use our RV for travel and our plane for fun. We raised our 5 children and are now enjoying our 15 grandchildren and 17 great grandchildren. I was hired by United Airlines right out of college in 1956. After a few years I was drafted into the Army and spent the majority of the time managing the flying club on the Army base. When I got out of the Army I Married and resumed my Airline career, flying out of LAX until retirement. My wife and I are still in good health and haved enjoyed 62 years of married life, spent two years serving a mission for our church in New Zealand, Built our home and served as a Bishop in our church. It has been a good life.

Wally





JOHN,
 Better late than never!
 At age 90 I'm lucky I rem embered
 to send my dues at all.
 Being a former PAA I don't
 know many of the names in the RUPA
 magazine but I enjoy reading each
 issue cover to cover.
 The airplane on this card is
 the Glasair I built upon retirement
 back in the 90's.
 Regards
 Dale Fernandes

I built Glasair II S-FT N727DF in the basement of our retirement home in Walpole, NH starting in 1993 and working almost full time took 5 1/2 years. It's Maiden, test flight was in April, 1998. It was uneventful but almost as thrilling as my first flight at Pan Am in June 1966, as FEO on a DC-8 ex BOS-LIS, when, on rotation, the #4 engine exploded, throwing turbine blades out the tailpipe, into the horizontal stabilizer and aft fuselage! After dumping fuel into Boston Harbor to get down to landing weight, we returned to Logan Airport and overnigh ted to await the arrival of a replacement airplane. This was followed by twenty years of uneventful and very enjoyable flying with Pan American World Airways.

I enjoyed flying N727DF around the country from my home base at Dillant-Hopkins Airport, Keene, NH, for seven years, including a circumnavigation of the USA in 2000, and a very eventful flight returning from a weekend in Traverse City, MI, on the morning of Tuesday, 9/11/2001. But that's another story.

In 2005 I had to hang up my goggles and silk scarf due to a medical issue, ending seven years and 600+ hours of a great relationship with N727DF. According to the FAA Registry it is currently registered to G. Rutledge of Menlo Park, CA, so those of you on the west coast may catch a glimpse of her flying around out there.

Editor's Note. I asked Dale to give a bit more history about November 727 Delta Foxtrot. Continue reading in the next column. . .

Editor George E

I then resurrected an old hobby of watercolor painting, hence, the portrait of N727DF on the card in which I submitted my tardy dues.

My beloved wife, and best friend of 66+ years, Joy, was diagnosed with seven years before I finally had to enter her in a nursing home four years ago. Consequently, we haven't been traveling at all lately so I don't have any travels to exotic or exciting places to report on. "Been there , done that, have the t-shirt" as the saying goes.

I hope this letter will make up for my neglect in writing a letter to RUPA News since my last letter 20+ years ago and suffice for another 20 years.

Dale

Aviation Etymology: Fuselage

1909, from French *fuselage*, from *fuselé* "spindle-shaped," from Old French **fus* "a spindle," from Latin *fuscus* "a spindle" (see [fuse](#) (n.)). So called from its shape.

<https://www.etymonline.com/>



RUPA Cruise News

We have been advertising the RUPA cruise since August of last year. Alaska cruises are popular because they are thrilling, relaxing and unforgettable. Instead of going home with a Hawaiian sun tan (as most of us have done), you can go home with memories and photos of Humpback whale flukes, Orcas, Bald Eagles soaring overhead and Brown Bears lumbering along the shoreline.

If you ever dreamed of going to Alaska, this may be the time go. The ships are less crowded and the care, service, and concern for your health and safety are greater than ever before. This cruise is truly unique in that it is only offered once this year.

You will see snow-covered mountains, millions of acres of pure wilderness, and glaciers flowing down from the peaks to the sea, sloughing off stories-high chunks of water frozen centuries before. As global warming increases, these glaciers may retreat to the point where a cruise like this may not be as spectacular as it is today. And if you've been once, and think you've crossed it off your list, think again. An Alaska cruise is unlike any other, showcasing a side of the United States that's rarely seen: still truly wild and open to endless adventure. In addition, a cruise is really one of the only ways to see many of the popular locations in Southeastern Alaska. For example, Juneau is the only state capital not accessible by car-you need to take either a plane or boat to get there, and you can only experience Glacier Bay by boat.

The waters off the coast of Alaska are chuck full of fish, so If you're a seafood lover you will have plenty of opportunities for fresh salmon, cod and crab legs both aboard the ship and on shore. If you are going to see Alaska, why not do it in style? When you go on a cruise, everything you need is at your fingertips. You only pack and unpack once, your hotel room travels with you for the whole trip, there are a wide variety of expertly prepared meal and entertainment options, and your stateroom is serviced every day. Who couldn't get used to this level of service?

Check out the [August 2021](#) issue of the RUPANEWS or go to rupa.com to see all the details of this remarkable cruise. We work with Jerry's Travel Service. If you have questions, please call Jerry at 508-829-3068 for the latest prices and information.

Rich Bouska

**DOG AND CRUISE
MAKE ME HAPPY**



**== HUMANS ==
MAKE MY HEAD HURT**



EAT. SLEEP. CRUISE. REPEAT!

In Memoriam

RUPA members who have Flown West

Ken Peterson



Kenneth Peterson, age 88, was released into Heaven, Wednesday, April 13, 2022, lifted by the love and prayers of his family.

He was born November 24, 1933, in Woodbine, IA, to proud and loving parents, Fred and Helen Peterson.

He is survived by his loving and devoted wife of 63 years, Shirley Peterson; two children, Denise Wandell and Diana (Jerry) Holmer; six grandchildren, Jessica (Joe) Young, Adam (Jamie) Wandell, Lauren (J.B.) Boyd, Zachary (Elizabeth) Holmer, Nicholas (Lauren) Holmer and Nathan Holmer; Five great-grandchildren, Hannah, Barrett, and Lily Young, Violet Boyd and Tristan Holmer; two sisters, Violet Finken and Phyllis Ballard; his in-laws, Ron and Rita Keiser, and John and Holly Keiser; many nieces, nephews for whom he was "Uncle Kenny;" and a family of friends.

He now joins his parents, Fred and Helen Peterson; a son-in-law, Barry Wandell; three brothers, LaVern, Edward and Richard Peterson and one sister, Carolyn Beaman, who preceded him in death.

In lieu of flowers, contributions may be made to the Country Evangelical Covenant Church. Memories and Tributes may be left on the Conley Funeral Home Facebook Page, or at www.conleycare.com.



Bob Bowman



Robert (Bob) Lee Bowman was born May 17, 1920, in Nampa, Idaho, to parents Robert Edward Bowman and Minnie (Bader) Bowman. He died Dec. 23, 2021, Fallbrook, California at 101 years.

When war WWII was declared, he enlisted in the Navy as a pilot and was assigned to the Navy aircraft carrier Nehenta Bay flying the TBM avenger. While on leave he married R. Elaine Dreher from Nampa.

After the war, he was hired by United Airlines and continued his entire United career based at LAX. Elaine passed away in 1983 and Bob remarried the following year to Ruth Waters.



Bob was active in many activities. He sang with the Fallbrook Barbershop quartet, and the Fallbrook Vintage Car Club with his 1932 Chevrolet Cabriolet. His most favorite gathering was with the Retired United Pilots at their monthly luncheons. Golf at Fallbrook golf club was a regular pastime.

Bob and Elaine had three children, Edward Lee (Marilyn) Bowman, DDS, El Dorado Hills, California; Sandra Kay (Dick) Olivas, Reno, Nevada; Vickie Lynn Bowman, San Jose, California; six grandchildren, Rick and Eric (Wioleta) Olivas, Reno; Stacey (Kevin) Koschik, El Dorado Hills; Laurie (Bill) Creekbaum, Reno; Dylan and Callie Bowman; seven great-grandchildren, Bowman R. Olivas, Nevada Air Guard, Savannah K. Olivas; Makenna and Kaden Koschik; Katie and Madelyn Hadwick; Bridgett Bowman.

There will be no memorial, but family will spread his ashes together, per his wishes back in Idaho.

His parents, older sister Palma and younger brother Donald predeceased him, as well as a much older half-brother, Richard (Dick) Bowman, who inspired his passion to fly.

Flown West

Remembering United Pilots who have Flown West

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

**denotes RUPA non-member*

Bob L Bowman	Dec 23, 2021
Ed Duclos *	Feb 8, 2022
Ruggero R Ienna *	Aug 15, 2021
Gary A Koverman	Jan 30, 2022
Dennis J. Leahy	Mar 22, 2022
Jim McCusker	Mar 24, 2022
Stephen J Meuris *	Dec 15, 2021
Ken Peterson	April 13, 2022
Steven M Stannard *	Jan 11, 2021
Robert L Stephens *	Sep 15, 2021
Joseph G Sulmers *	Jan 15, 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

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SNA: Dana Point...Rico Santamaria..... ricasantamaria@yahoo.com

Colorado

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

Florida

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

Georgia

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

Hawaii

HNL: Hawaiian Ono Nene's...Pat Collins captdad777@gmail.com
KOA: Big Island Stargazers...Linda Morley-Wells... lmwjet@earthlink.net
Beth Ann Raphael..... berapha@aol.com

Illinois

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

Nevada

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

New York

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

Ohio

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

Oregon

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

Texas

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

Washington

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

Washington D.C. Area

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

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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 hrs) *Yosemite Falls Café*, Clovis, CA

MRY: Monterey Peninsula (2nd Wednesday) - To Be Announced. - *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, Noon) - *Harry's Hofbrau*, Redwood City, CA 650-349-6590

SFO: San Francisco East Bay Ruparians (2nd Wed. 1300 hrs)—*Black Bear Dinner*, San Ramon, CA. 925-735-1946

SMF: SAC Valley Gold Wings (1st Monday, Noon) - *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 prosedat@yahoo.com

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

Georgia

ATL: Atlanta Buzzards. (1st Tues of Jun, Sept, Dec, Mar @ 1300 hrs) - *Malone's* on Virginia Ave., just north of Hartsfield

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 1130 hrs) - *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 Crazy's (3rd Thursday) - *Lager & Vine Gastropub* Hudson, OH (Always coed) - Phil: 330-653-8919

Oregon

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

PDX: The Columbia River Geezers (2nd Tuesday 1100 hrs) - *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, Noon) *Broken Egg Café*, Shenandoah, TX

Washington

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

SEA: Seattle Gooney Birds (2nd Thursday 1100 hrs) - *Airport Marriott* 3201 South 176th St SEATAC

Washington D.C.

DCA: Washington D.C. Area (3rd Wednesday, Jan, Apr, Jul, Oct) - TBD - 540-338-4574

DCA: Williamsburg, VA (2nd Saturday 1130 hrs) - *Victoria's Restaurant*, VA 757-585-2815

A Look Back

United Airlines and RUPA History

10 years ago - May 2012

rupanews

Journal of the Retired United Pilots Association

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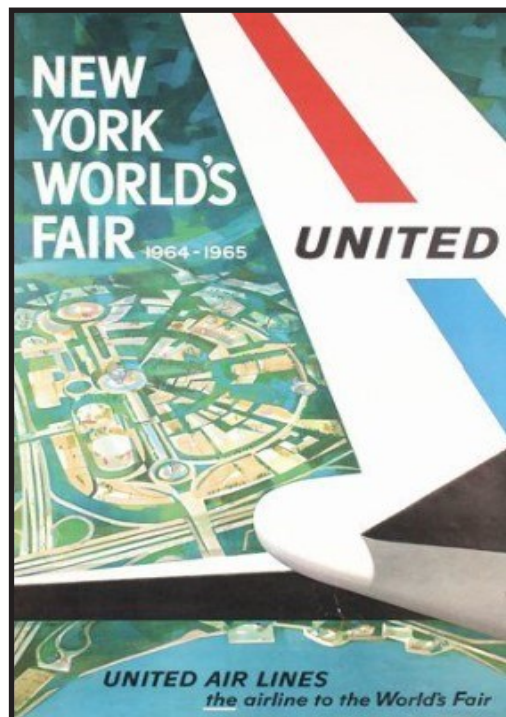
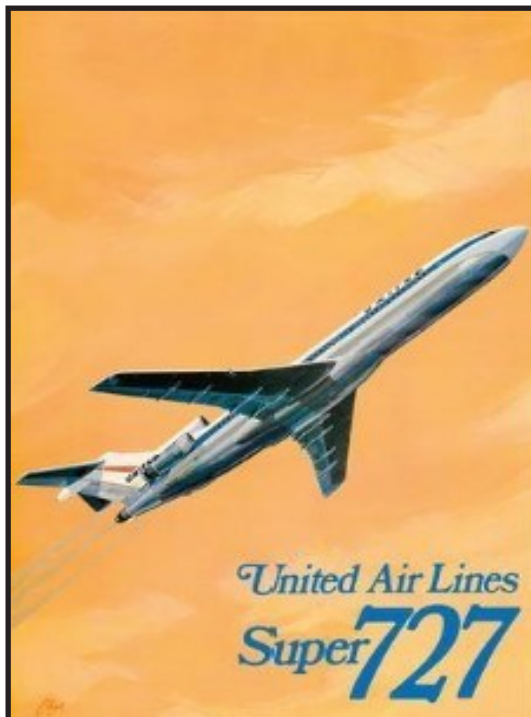
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Member Photos

Member-submitted layover and work-related photos



NRT Ramp. By Lesle Thomas



Capt Proctor Lucius and Son F/O Chris.
Father-Son flight LHR-SFO.



Tire change before Pacific trip. SFO / Apr 2010

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