
rupanews



Journal of the Retired United Pilots Association



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Thank You

In Appreciation of Rich Bouska's many services given to RUPA

By Cleve Spring

Our RUPA Cruise Coordinator, **Rich Bouska**, has resigned this position. He served faithfully in that capacity for over 14 years. Any of you who have been on a cruise with Rich and his lovely, gracious wife, Georgia, know that they are ideal travel companions. I've personally been on seven cruises with them and enjoyed them all. Rich has also organized many of our RUPA conventions, the last convention being held in Seattle in 2007. He also assisted President **John Gorczyca** in the organizing of the 2019 RUPA Reunion in Dayton, OH.

Rich is one of those people who will always answer the call to service when needed. He presently serves on the RUPA Audit Committee. Also, along with **Neil Dahlstrom**, Rich serves as Area Representative for the East Bay Ruparians in California.

In February 2002 President **Bill Bartel** passed away after serving only five months of his term as RUPA President. Rich, then Vice President, agreed to serve out the rest of Bill Bartel's term, and then serve another two-year term as President.

On behalf of myself, the RUPA Membership, and our Board of Directors, we thank Rich for his outstanding service to RUPA.



Rich and Georgia on Alaska and Norwegian Cruises.



NOTAMS

About the Cover United Airlines Boeing 377 Stratocruiser - in service 1949-1954.

About the Back Cover Jackson Hole, WY (JAC) Panorama. 2001. By Paul Andrews.
Light Twin (B777) contrail dissipating in the Pacific Sunrise.

Editor needs help: I am looking to develop a *RUPA Recurrent Training* document. It will be an recurring ePublication with helpful RUPArian info all in one place. Possible info could be survivors checklist, tips for seniors, important numbers & addresses, etc. I am still in the planning stages and am looking for an Assistant Editor at the controls.

Qualifications: Motivation and Microsoft Word experience.

I assemble the *RUPANews* n Microsoft Publisher, but if you are proficient in MS Word, Publisher is only a differences course, not a full transition. Publisher is included in MS Office 365, if you have that.

I will provide a template and much of the info needed for you to assemble the document. Interested? Email RUPAEditor@rupa.org.

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- 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.

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

RUPANEWS (USPS 017-562) is published monthly for members for \$35 per year (see above for how to pay) by the Retired United Pilots Association, 1700 Van Ness Ave #1216, San Francisco, CA 94109.

Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices. (Do not mail Dues here.)
POSTMASTER: Send address changes to *RUPANEWS*, P.O. Box 757, Stowe, VT 05672-0757

President's Letter

Don Wolfe rupapres@rupa.org



Ok, I'll admit it. I went to see Top Gun Maverick twice in one week. 36 years after the first "Need for Speed" I just had to have a double dose of "Fast Mover Eye Candy". Our local Auburn Aviation Association rented the movie theater the evening before opening day and we sold tickets for a scholarship fund raiser. Our flight scholarship is named after [Col C.E. Bud Anderson](#) the legendary WW2 P-51 fighter pilot and triple ace. We invited Col. Anderson to the event and sure enough the local centenarian fighter pilot showed up along with his fighter pilot son Jim and ABC News in tow. [ABC wanted to be first in line for the movie review](#)

[by the REAL Top Gun and Bud was happy to oblige.](#)

Most of the audience consisted of pilots and included about 25 military aviators. Aviation clothing and flight suits were encouraged so I dug out my old zoom suit and flight jacket for the event. Those items were quickly returned to storage after they failed the zipper check, fit test and a comment from Lori; "where do you think you're going in that?" The fabrics used in the 70's obviously shrink over time. At least my flight cap still fit.

The second time I went to see the movie with fighter pilot **Captain Sean "Sparky" Bautista**, UAL ret. Sparky and I somehow slopped on to the invite list for a private viewing at the Sacramento IMAX Theater. I made sure to sit in an aisle seat so that I could get full right rudder in for the dog fight scenes and I insured that both arm rests moved up in case I need to eject. An aviator could sustain serious injury doing "some of that pilot ____" in a noncompromising theater seat ya know.



Auburn Veterans Memorial

AUBURN VETERANS MEMORIAL
WE ARE GRATEFUL TO ALL OF THE BRAVE AMERICANS WHO HAVE SERVED, CURRENTLY SERVE, OR WILL SERVE IN THE ARMED FORCES, AND ALL THOSE WHO MADE DECISIVE MATERIAL CONTRIBUTIONS WITHIN THE HOME FRONT TO PROTECT OUR NATION.

THIS STATUE IS DEDICATED IN HONOR OF OUR LOCAL HERO AND LEGEND OF THE GREATEST GENERATION
COLONEL CLARENCE E. "BUD" ANDERSON
WORLD WAR II TRIPLE ACE FIGHTER PILOT COLONEL C.E. BUD ANDERSON IS A DISTINGUISHED VETERAN OF THE U.S. AIR FORCE, WHO HAS BEEN DECORATED 26 TIMES FOR SERVICE TO OUR COUNTRY.

COLONEL ANDERSON FLEW TWO TOURS OF COMBAT DURING WORLD WAR II, ESCORTING BOMBERS TO TARGETS DEEP INSIDE GERMANY. ANDERSON REGULARLY CONFRONTED THE INFAMOUS LUFTWAFFE IN HIS P-51 MUSTANG "OLD CROW," ACHIEVING 16 1/4 AERIAL VICTORIES AND COMPLETING 116 MISSIONS. NO MATTER HOW FIERCE THE BATTLE, ANDERSON WAS NEVER HIT BY ENEMY FIRE, NOR DID HE EVER TURN BACK FOR ANY REASON.

BORN ON JANUARY 13, 1922, IN OAKLAND, CALIFORNIA, AND RAISED ON A FARM NEAR NEWCASTLE, CALIFORNIA, ANDERSON IS KNOWN FOR HIS PASSION FOR FLYING, COURAGE IN BATTLE, AND LOVE FOR HIS COUNTRY. WITH MORE THAN 30 YEARS OF CONTINUOUS MILITARY SERVICE, ANDERSON FLIGHT-TESTED AIRCRAFT AT WRIGHT FIELD AND EDWARDS AIR FORCE BASE, AND ALSO FLEW GROUND-SUPPORT COMBAT MISSIONS IN SOUTHEAST ASIA IN THE F-105. OVER THE COURSE OF HIS CAREER, ANDERSON PILOTTED MORE THAN 100 DIFFERENT TYPES OF AIRCRAFT AND LOGGED MORE THAN 7,000 FLIGHT HOURS. ON JULY 19, 2008, COLONEL ANDERSON WAS INDUCTED INTO THE NATIONAL AVIATION HALL OF FAME. ON JUNE 6, 2012, THE CITY OF AUBURN HONORED ANDERSON BY NAMING A ROAD LEADING TO THE AUBURN AIRPORT AS COL. BUD ANDERSON DRIVE. ON MAY 20, 2015, THE 114TH CONGRESS AWARDED THE AMERICAN FIGHTER ACES WITH THE CONGRESSIONAL GOLD MEDAL. COLONEL ANDERSON ATTENDED THE CEREMONY AND WAS A RECIPIENT IN THAT PRESTIGIOUS GROUP.

THE COMMUNITY OF AUBURN EXTENDS ITS SPECIAL THANKS TO RENOWNED ARTIST
DOUGLAS VAN HOWD
FOR CREATING THIS EXTRAORDINARY MONUMENT

The movie was action packed with many great flying scenes, however it lacked all of those great “aviator lines” common in the first movie. (Note: many of us DID fly [rubber dog \\$#!; out of Hong Kong](#) and a few of us DID go to truck driving school following the loss of our pensions...no kidding) One good line in the movie came when the Admiral reminded Maverick that “his kind” was headed towards extinction. Like every good pilot from the round dial generation, Maverick replied: “Maybe so Sir, but NOT today.”

You may have noticed the beautiful L-39’s from the “Patriots Jet Team” used in the [movie promo with comedian James Corden](#). The L-39 aircraft used in the filming belong to **Captain Randy “Howler” Howell**; UAL ret. Randy created a very successful aviation business with the L-39’s by employing the talents of former Thunderbirds, Blue Angels and UAL aviators. Check out the Patriots Jet Team at: <https://patriotsjetteam.com/patriots-jet-aerobatic-demonstration-team/meet-team/>

The Patriots Jet Team is the perfect Segway in to wishing you, your family and friends a fun filled Fourth of July.

May you find joy in every day and

Check 6!

WM



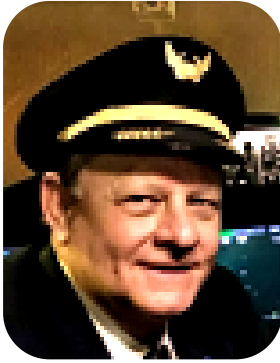
Welcome New Members

<u>New Member</u>	<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
Capt Lenué “Gil” Gilchrist, Jr.	IAD	Barbara	Haymarket, VA
Capt Richard “RJ” G Johnson, Jr.	DEN	Lori	Elbert, CO
Capt Randy E Emmons	JFK		Osprey, FL
Capt Francis “Fran” W Groff	EWR	Sue	Brielle, NJ
Capt H Stephen Hubert	SFO	Eve	Ft. Lauderdale, FL
Capt Henry “Butch” M Thompson	IAD	Linda	Mineral, VA
Capt Gerell “Jerry” L Lagerloef	ORD	Janet	Sugar Grove, IL
Capt Michael “Mike” Osmers	IAD	Adelheid	Luray, VA
Capt Rene R Burlet	LAX	Karen	Moorpark, CA
Capt Carl W Reichenbach	SFO	Sheryl	Centennial, CO
Capt Jimmie L Yawn	DCA	Kathy	San Antonio, TX
Capt Matthew “Matt” A Daud	EWR	Marie	Easton, PA
Capt David Scott Valentine	SFO	GINNA	St. Helena, CA

Vice President's Letter

Dan Petrovich rupavp@rupa.org

A Trip Back in Time



This month I thought I would take a little stroll back in time. My father, Ed Petrovich, was hired at United in June of 1965 and started as a Flight Engineer on the DC-6. When our family moved from South Florida to Chicago a portion of the routing took us from Pittsburgh to Chicago on a DC-6 Mainliner. As you may know, the DC-6 was powered by four Pratt & Whitney R-2800 radial engines. In light of my first trip on an airliner, where I was enthralled looking out the windows at those big thundering radials spitting blue flames as the engines fired up and during our takeoffs. I thought I might do a little research and share a little bit of what I learned about those amazing workhorses many of you flew. I've flown plenty of reciprocating engine aircraft but never had the pleasure of operating a radial. I'm a bit envious and hope to have the opportunity someday. Nonetheless, here's a little something I hope you might enjoy.

The Pratt & Whitney R-2800 Double Wasp is a twin row, 18-cylinder air cooled engine which was originally designed beginning in the late 1930's. It was a member of the Wasp Family of engines that powered a good number of World War II aircraft including bombers and fighters to include the F6F Hellcat, F8F Bearcat, F4U Corsair, and P-47 Thunderbolt. This great design even went on after the war to power the modern-day airliners of the post war era such as the Douglas DC-6A/-6B, Martin 202A, Martin 404, and Convair 340. As a matter of fact, this engine is still sought after by warbird enthusiasts today. In production the R-2800 could develop between 2,000 and 2,800 horsepower. Water injection was used as well to boost the horsepower in combat or other areas where extra performance was needed. In chatting with some of my EAA friends I discovered these engines are pushed to as much as 3,000 horsepower or more for competition.

The design of the R-2800 included other improvements in engine cooling with its development. Radial engines are normally air-cooled. Having said that, they need considerable airflow over the cylinders to draw heat away from the engine. Aircraft powered by these types of engines have a need for large open engine cowlings. The designed closer pitched cooling fins were thin and machined from the cylinder heads in an effort to present more surface area for the incoming air to draw heat away from the engine. The engine, once cowled, also had a little something known as "Engine Tin." These are baffles that cup the rear of each cylinder which assisted in the heat distribution.

The R-2800 was most likely the most remarkable piston aircraft engine ever built even though during it's design and testing in the late 1930's and early 1940's there was some crankshaft issues with materials along with the power the engine produced. Throughout the testing they were able to find a solution using the improvements in metallurgy along with a pair of additional counterweights. With those changes they were able to eliminate the energy surges the firing pistons put back on to the crankshaft. This proved so effective that this powerhouse became legendary for surviving damage that would have stopped many another engine. Many a pilot, both military and in civilian operations, landed believing their engine was only a little down on power only to find out they they had a blown cylinder head or even one that was missing completely or hanging by the studs on the engine. They were very surprised as there was no unusual vibration and they reported the engine was still running smoothly.

As a compact 18-cylinder, twin-row radial it was a perfect fit for the Convair 240/340/440 twin-engine airliners. In fact, they didn't even need cowl flaps. This did away the vents (gills) and doors which increased drag and added to the workload of the pilots. Convair even went so far as to further reduce the heat built up at high power settings like takeoff by designing an augments exhaust system. They used the high volume of the exhaust heat and energy and ducted it into horizontal-chimney ducts at the rear of each nacelle thereby using the hot exhaust gases to pull cooler ambient air through the forward part of the nacelle and cool the engine.

As a kid we traveled back and forth from Chicago to visit family in South Florida. At the time, United did not have the Civil Aviation Board (CAB) authority to operate those routes as non-stop flights. This meant we have to go through other cities such as Pittsburgh, Cleveland, Buffalo, etc. to get to Chi-town. As pass travelers we occasionally had to come up (much like we still do today) alternate routings. Sometimes we'd be lucky enough to get a B-727 but most of the time was spent on DC-6's and DC-7's. Two of these particular trips come to mind. The first was our original trip where we moved to Chicago as I mentioned above. We did get a B-727 to Pittsburgh but then it was KPIT – KCLE – KIND – KORD. The other one was a trip south to visit family. First we caught a B-727 to KPIT. From there it was a DC-6 to KPIT – KCRW – KATL – KTPA – KMIA. On those DC-6 flights I got to see a number of engine starts and takeoffs. To see those big old props spin around a couple of times before the fuel was added (this was done to ensure there were no hydraulic locks in the cylinders) was thrilling knowing the engine start was seconds away. Next, the fuel was added and flames would blast out of the exhaust stacks as the engines came to life huffing and puffing, wheezing and coughing, billowing white smoke from the oil lining the cylinders as the engine came to life.



On a couple of occasions I had the opportunity to watch the start in the cockpit...with all those dials, lights, levers, and switches. I had to do a little more research here and I found the R-2800 wasn't really very hard to start but, it could be a bit of a challenge. Basically, it took one hand to get it started. Three fingers were on the primer, boost pump, and starter meanwhile using the thumb to hold the safety in order to release those other three switches. One had to be careful to make sure you got the sequence right or there would be consequences. Sometimes it was just a little banging but a little too much fuel and the engine would be flooded. This could cause fuel to pour out onto the ramp through the air intake. Occasionally, there might be a backfire and it could ignite the fuel on the ramp. That's why there was someone out there on the ramp with a fire extinguisher.

All-in-all, the R-2800 was a good engine with a great reputation. It had a few advantages like being very reliable, high production levels (keeping replacement and parts costs down), basically a low fuel burn for the times, long TBO, easy to work on for mechanics, just to name a few.

I feel fortunate to have had the opportunity to ride along on planes with those engines and have some really great memories of those heady times in the industry. I hope you enjoyed my little ride down memory lane as much as I enjoyed doing the research.

Oh, just one more thing, since I may have stirred up memories for some of you folks....I remember a story my dad shared with us about one of his trips as a brand new DC-6/7 Flight Engineer. He had been flying mostly all East Coast out of Chicago with a turn or two to Des Moines at first. About a month in his new job he ended up heading to Denver. I imagine you might be able to figure out what happened when they landed there and upon touchdown he moved the mixtures to "Full Rich" as the pilots went into reverse. Yup, they had to fire up two of those R-2800's again so they could clear the runway. Before he passed he shared a few stories like that with us and we always had a good chuckle. So, this begs the question: Do any of you have some stories you might like to share about your radial flying days? I'm sure there's plenty of us who would love to hear them.

Fraternally,

Dan

Bob Engelman rupari@rupa.org



I think everyone should take a look at this article from the NY Times.

Medicare Advantage Plans Often Deny Needed Care, Federal Report Finds

Investigators urged increased oversight of the program, saying that insurers deny tens of thousands of authorization requests annually.

By [Reed Abelson](#)

April 28, 2022 Updated 11:09 a.m. ET

Every year, tens of thousands of people enrolled in private Medicare Advantage plans are denied necessary care that should be covered under the program, federal investigators concluded in a report published on Thursday.

The investigators urged Medicare officials to strengthen oversight of these private insurance plans, which provide benefits to 28 million older Americans, and called for increased enforcement against plans with a pattern of inappropriate denials.

Advantage plans have become an increasingly popular option among older Americans, offering privatized versions of Medicare that are frequently less expensive and provide a wider array of benefits than the traditional government-run program offers.

Enrollment in Advantage plans has more than doubled over the last decade, and half of Medicare beneficiaries are expected to choose a private insurer over the traditional government program in the next few years.

The industry's main trade group claims people choose Medicare Advantage because "it delivers better services, better access to care and better value." But federal investigators say there is troubling evidence that plans are delaying or even preventing Medicare beneficiaries from getting medically necessary care.

[The new report](#), from the inspector general's office of the Health and Human Services Department, looked into whether some of the services that were rejected would probably have been approved if the beneficiaries had been enrolled in traditional Medicare.

Tens of millions of denials are issued each year for both authorization and reimbursements, and audits of the private insurers show evidence of "widespread and persistent problems related to inappropriate denials of services and payment," the investigators found.

[The report echoes similar findings](#) by the office [in 2018](#) showing that private plans were reversing about three-quarters of their denials on appeal. Hospitals and doctors [have long complained](#) about the insurance company tactics, and Congress is considering legislation aimed at addressing some of these concerns.

In its review of 430 denials in June 2019, the inspector general's office said that it had found repeated examples of care denials for medical services that coding experts and doctors reviewing the cases determined were medically necessary and should be covered.

Based on its finding that about 13 percent of the requests denied should have been covered under Medicare, the investigators estimated as many as 85,000 beneficiary requests for prior authorization of medical care were potentially improperly denied in 2019.

Advantage plans also refused to pay legitimate claims, according to the report. About 18 percent of payments were denied despite meeting Medicare coverage rules, an estimated 1.5 million payments for all of 2019. In some cases, plans ignored prior authorizations or other documentation necessary to support the payment.

These denials may delay or even prevent a Medicare Advantage beneficiary from getting needed care, said Rosemary Bartholomew, who led the team that worked on the report. Only a tiny fraction of patients or providers try to appeal these decisions, she said.

“We’re also concerned that beneficiaries may not be aware of the greater barriers,” she said.

Kurt Pauker, an 87-year-old Holocaust survivor in Indianapolis who has kidney and heart conditions that complicate his care, is enrolled in a Medicare Advantage plan sold by Humana.

In spite of recommendations from Mr. Pauker’s doctors, his family said, Humana has repeatedly denied authorization for inpatient rehabilitation after hospitalization, saying at times he was too healthy and at times too ill to benefit.

Last March, after undergoing hip surgery, Mr. Pauker was again told that he did not qualify for inpatient rehab but would be sent back to a skilled nursing center to recover, his family said.

During his previous stay at a skilled nursing center, he received little in the way of physical or occupational therapy, the family said. He has so far lost his appeals, and relatives have chosen to pay for care privately while continuing to pursue his case.

People “should know what they’re giving up,” said David B. Honig, a health care lawyer and Mr. Pauker’s son-in-law. People signing up for Medicare Advantage are surrendering their right to have a doctor determine what is medically necessary, he said, rather than have the insurer decide.

Humana, which reported strong earnings on Wednesday, said it could not comment specifically on Mr. Pauker’s case, citing privacy rules. But the insurer noted that it was required to follow the standards set by the Centers for Medicare and Medicaid Services.

“While every member’s experience and needs are unique, we work to provide health coverage that is consistent with what we believe C.M.S. would require in each instance and supports our members in achieving their best health,” Humana said in a statement.

Medicare officials said in a statement that they are reviewing the findings to determine the appropriate next steps, and that plans found to have repeated violations will be subject to increasing penalties.

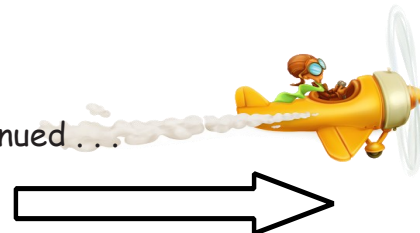
The agency “is committed to ensuring that people with Medicare Advantage have timely access to medically necessary care,” officials said.

The federal government pays private insurers a fixed amount per Medicare Advantage patient. If the patient’s choice of hospital or doctor is limited, and if he or she is encouraged to get services that are less expensive but effective, then the insurer stands to profit.

Under traditional Medicare, there may be an incentive for hospitals and doctors to overtreat patients because they are paid for each service and test performed. But the fixed payment given to private plans provides “the potential incentive for insurers to deny access to services and payment in an attempt to increase their profits,” the report concluded.

Dr. Jack Resneck Jr., the president-elect of the American Medical Association, said the plans’ denials had become widespread. The organization has been aggressively lobbying lawmakers to impose stricter rules.

Continued . . .



Prior authorization, intended to limit very expensive or unproven treatments, has “spread way beyond its original purpose,” Dr. Resneck said. When patients cannot get approval for a new prescription, many do not fill it and never tell the doctor, he added.

Appeals end up unfairly burdening patients and often take precious time, some doctors said.

“We are able to reverse this some of the time,” said Dr. Kashyap Patel, a cancer specialist who serves as chief executive of Carolina Blood and Cancer Care and president of the Community Oncology Alliance. But his efforts to “fight like a hawk” to get approvals for the care he recommends also leave him less time to tend to patients, he added.

The most frequent denials found by the investigators included those for imaging services like M.R.I.s and CT scans. In one case, an Advantage plan refused to approve a follow-up M.R.I. to determine whether a lesion was malignant after it was identified through an earlier CT scan because the lesion was too small. The plan reversed its decision after an appeal.

In another case, a patient had to wait five weeks before authorization to get a CT scan to assess her endometrial cancer and to determine a course of treatment. Such delayed care can negatively affect a patient’s health, the report noted.

But Advantage plans also denied requests to send patients recovering from a hospital stay to a skilled nursing center or rehabilitation center when the doctors determined that those places were more appropriate than sending a patient home.

A patient with bedsores and a bacterial skin infection was denied a transfer to a skilled nursing center, investigators found. A high-risk patient recovering from surgery to repair a fractured femur was denied admission to a rehab center, although doctors said the patient needed to be under the supervision of a physician.

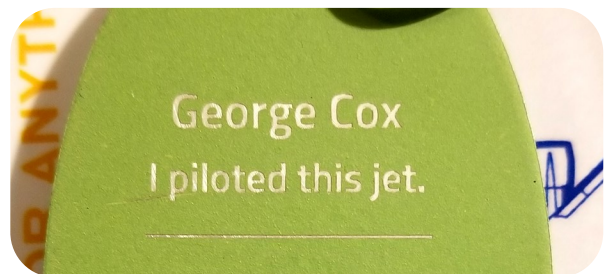
In some cases, the investigators said Medicare rules — like whether a plan can require a patient to have an X-ray before getting an M.R.I. — needed to be clarified.

The plans may use their own clinical criteria to judge whether a test or service should be reimbursed, but they have to offer the same benefits as traditional Medicare and cannot be more restrictive in paying for care.

The investigators urged Medicare officials to beef up oversight of Advantage plans and provide consumers “with clear, easily accessible information about serious violations.”

Several of you have asked about the Mayo Clinic no longer covering our UAL/Aetna Medicare Advantage members. I asked the UAL MEC R&I Committee Chairman, Fred Greene, and he graciously looked into it. Here are his comments:

Editor Comments – These photos are based on Bob’s musings on the next page. A few years ago, UAL commissioned a limited edition 747-400 series. I checked my logbook and on the address section (back) of the tag I noted that I flew that airframe, as did many of you. *Editor GeorgeE*



Hi Bob,

Sorry for the delay in getting back to you but I spoke with some Aetna people and here is a synopsis.

The UAL plan as well as the ALPA Medicare Advantage plans are employer sponsored plans and are different than the Aetna Medicare Advantage plans the public can purchase.

What you say is correct, that as long as the provider accepts Medicare the pilot can go to this Doctor and Aetna will cover charges up to the Medicare reimbursement amount, same as this provider would get with other Medicare plans and if the provider will not work with Aetna on the billing the pilot will have to pay out of pocket and Aetna will reimburse the pilot directly.

That being said, Aetna would like the provider to reach out to Aetna (if using the UAL Medicare Advantage Plan) as often the provider is assuming the UAL Medicare Advantage Plan is the same as the retail Medicare Advantage Plan that the provider's system might not be accepting, usually not accepting because the reimbursement rate for those public Aetna Medicare Advantage plans might be below what Medicare pays but as noted above the UAL MA Plans are different from the public Aetna MA Plans and the provider will receive the Medicare reimbursement rates.

Once a provider knows the UAL MA Plan is not the same as the Public MA Plans, they often will allow the billing to go through.

Fred

Nothing to do with R&I, but I read about "Plane Amazing Stuff" and some of you may be interested in their products. Take a look. (Editor Comments.— See photos on previous page of a limited edition 747-400 series commissioned by UAL a few years ago. *Editor GeorgE*)

Go to <https://planetags.com/> "We salvage old airplanes and turn them into versatile and practical memento. PlaneTags are resurrected from the skin of retired aircraft just east of LAX airport in Torrance, CA. We take old aircraft and give them a second life. This is our opportunity to create something new by honoring the old."

Finally, another "nothing to do with R&I" kinda thing. Bill Leech, a friend of mine from AF pilot training, sent this to me and I'm passing it on for your viewing pleasure.

Bob,

After doing some housecleaning/rummaging thru my "stuff," I found these: a poster given several years back and a statue from a family member given even longer ago.

For many of us, our dreams actually did come true.

Paraphrasing an old saying: "Now I are (was) one".

Enjoy.

Bill

'Til next time,

Bob Engelman

RUPA R & I



Travel Report

Retiree Travel information



July 2022

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rupapasstravel@rupa.org

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

Mongolia's Eagle Festival

Looking for an adventure rather than a vacation? If you ever watched the documentary film "The Eagle Huntress" and had a yearning to attend the annual contest of the best eagle hunters from all over Mongolia, your big chance comes every October. This year it's from September 17 and 18, 2022, and October 1 and 2, 2022.

Mongolia's Golden Eagle Festival is a legendary event in Asia, particularly in Mongolia. The festival demonstrates the culture of the Kazakhs to visitors from around the world and promotes their heritage to their younger generation.

The main festival held in October is organized by the Mongolian Eagle Hunters' Association and located each year outside the town of Ulgii in western Mongolia. The town and festival are at an elevation of 5,600 feet. Ulgii town (or Olgii) has a population of about 30,000.

The Eagle Festival lasts for two days starting with the opening parade of 70-80 traditionally dressed Eagle Hunters on horseback with their eagles on their right arms. Many Eagle hunters travel by horseback to the festival over surprisingly long distances carrying their eagles with them. They compete for two days focusing on a number of contests and criteria that test the hunting agility of the eagle, the rider and horse.



Getting there: The best way to get there is from Seoul to Ulaanbaatar (ULN) on Korean Airlines and then from Ulaanbaatar to Ulgii (ULG) on the local puddle jumper.

The October Golden Eagle Festival is the main attraction luring a large number of tourists and photographers. Since there's a limited capacity on the domestic flights and at local accommodations, I recommend you purchase a tour which will take care of all that.

Standby isn't a good idea at this remote event. A number of tours are listed in Trip Advisor, as well as on any Google search.

There are two smaller Golden Eagle Festivals held in September. Up to 80 Eagle hunters participate in the October festival while up to 40 Eagle hunters contest in each festival of September.



Food: There are several temporary restaurants around the festival area and a few in town. The restaurants serve traditional Kazakh, Mongolian and western-style meals.



Where to stay: The festivals are held about 4-8 miles from Ulgii town which has a number of tourist yurt camps and some basic hotels in town. A number of Kazakh families do their own version of AirBnB by renting out yurts on their property. And these guest yurts are available in town or out in the country side. The tours offer your choice of basic accommodations from high end, which resembles Motel 6, to basic, like the yurts. The yurts are comfortable and most have stoves with the stove pipe protruding through the canopy.

Medical care: Medical care is scarce outside town, so bring your portable pharmacy and first aid kits. A hospital and a number of medical clinics are located in Ulgii town.

If you want to dip your toes in the water before committing to the journey, stream the movie "The Eagle Huntress" on Prime or Apple TV and you'll be able to arm-chair the festival.

Cheers,

Pat



Emblem

Mongolia



Flag

Luncheons / Local Reports

Check the Luncheon Information page for your area

ATL - Atlanta Buzzards

Our second meeting of the ATL Buzzards had another great turn out, this time attended by 23 people. Fun time had by all, and our next planned meeting will be Tuesday September 6.

Mike Marciano



CW L-R: Sam Sutton, Susan Guletsky, Don Roberts, Steve Counts, Jimmy Stewart, Wally Drage, Jim Holder.



L-R: Dan Leo-Toulouse, Patricia Leo-Toulouse, Clare Strickland, Dick Strickland.



Seated L-R: Barry Davis, Mike Marcano,
 Standing L-R: TC Lewis, Kimya Lewis, Joe Forrest, Wally Drage, Steve Counts, Jim Holder, George Fox,
 Jimmy Stewart, Tom Parks, Patricia Leo-Toulouse, Daniel Leo-Toulouse, Susan Guletsky, Don Roberts,
 Clare Strickland, Dennis Tate, Kathleen Douglas, Sam Sutton, David Douglas, Dick Strickland.



CW L-R: TC Lewis, Kimya Lewis, Winston Whitlock "delta sim instructor",
 Tom Parks, Mike Marcano, Dennis Tate, Joe Forest.



Kathleen Douglas, David Douglas, George Fox.

CLE - Cleveland Crazies

On Saturday, June 11th, the Cleveland Crazies gathered at **Rich and Carol McMakin's** beautiful home for a time together and a wonderful dinner. We had 19 members, wives and flight attendants present.

Many dinner choices were brought by all present and **Rich** offered his usual great sausages. And there were many choices for our dessert. Greetings were shared from several members that could not attend. And we wished **Dick Sanders and John Pinter** a Happy Birthday that will happen soon for both of them.

Cheers,

Phil



Back row L-R: Shirley and Rip Curtiss, Bob Lang, Mary Lou and Dick Sanders,
Len Chamberlain and John Hochmann.

Middle row L-R: Mary Serpentine, Bob Olsen, Jim and Monica Burrill.

Front row L-R: Phil and Linda Jach, Lisa and Rick Dubinsky, John and JoAnn Pinter.

Seated: Carol and Rich McMakin with Peggy the dog.

DCA - Manassas Group

So begins the summer on a beautiful morning as we helped **Rory Kay** celebrate his 65th BD and just completed his retirement flight. **Jim Foster** entertained us with great, historical escapades. A happy anniversary to **Fred Streb** and his Bride.

This is such a great group of retirees always a pleasure to be with and exchange information.

Gene



CW L-R: Rory Kay, Jim Foster, Sim Stidham, Billy Davis, Yours truly, Martha Collins, John King, a partial of Fred Streb (sorry).

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

Thanks to **Lyn Wordell** for taking the picture and sending it to me for the next edition of the RUPA News. The next lunch on the second Thursday of each month will be July 14, 2022 about the time you receive this picture.

Jim



L-R: Dobbie Dobison, Lyn Wordell, Rich Farmer, Paul Guidry, Steve Huber and Bill Garrett.

IAH - Houston Tex-Mix Group

The Houston Tex-Mix luncheon was held at Another Broken Egg Cafe in Shenandoah, TX on June 7th 2022. Seven pilots made the meeting. Topics ranged from United "there I was stories" to more serious topics like Health Insurance, United's request for volunteers to help with New Hire Interviews and the Part 135 Operations. We also had several members talk about detecting signs of a heart attack, mild or otherwise.

A great brunch was served by the staff at Another Broken Egg. We had a newly retired member join us today. Welcome **Tom Keine** who retired last year.

Next if your in the Houston area, next meeting with be July 12, 2022 at 11:30 am at Another Broken Egg, 19075 I-45, STE 102, Shenandoah, TX 77385.

Everette Miller



From back left and going CCW: Tom Keine, Mark Long, Rick Hague, Tom Vanderbilt, Steve Minarik, Randy Warren and Wally Zane.

LAX - South Bay Los Angeles - May

Only four of us made it to Mimi's for lunch, but we had a good time chatting, covering vacations, grandkids, airplane sales, and travel tips. Hope to see more folks in June. It'll be the third Thursday, the 16th, at Mimi's.

Sharon



L-R: Treva Forister, Gary Forister, Sharon Crawford, Don Crawford.

KOA - Big Island Stargazers

Fourteen attendees gathered in Kailua Village on a beautiful tropical afternoon for our May luncheon. Talk story included recent mainland travels: **Al and Linde Rimkus** visited family and friends and attended Al's annual [Super Sabre Society](#) reunion while **David Carlson** and **Winfield Chang** made a trip across the pond to participate in an American Legion conference. June cruising is on the schedule for **Don & Jen Diedrick** who will be sailing to Alaska, and **Lex & Ebby Pinson** will embark in Paris for a scenic river cruise.

If your summer travels include Kailua-Kona, join us at the Fish Hopper restaurant on the third Thursday of the month for some great camaraderie.

A hui hou

Linda Morley-Wells



L -R: Winfield Chang, Linde Rimkus, Walt Wells, Linda Morley-Wells, Mary O'Neill, Ebby Pinson, Richard Morley, Dennis Tatti, Lex Pinson, Tim O'Neill, Don Diedrick, Gerry Baldwin, Al Rimkus, David Carlson.

"Old people shouldn't eat health foods.
They need all the preservatives they can get."
- Robert Orben

United Airlines Pilots Retirement Foundation

Send memorial and other donations to: Capt. Bob Helfferich , Treasurer
21409 60th St., Bristol, WI 53104-9732 (Website: www.uaprf.com)

LAS - Las Vegas High Rollers

103°F outside today so the main topic of conversation was about solar power and the electrical grid. Very informative as several members already have solar panels.

Our next LAS Luncheon will be on Wed, 13 July, at the BJ Brewhouse in Summerlin at 1100.

Jack



CW: Mike Sanders, X Ecker, Russ Stark, Jean Ann Donahue, Jack Donahue & Klaus Mueller.

RNO - Reno's Biggest Little Group

A great lunch.

The empty seat at the other end is saved for our leader, **Lyle U'Ren**. We'll keep saving it for him.

Jim Whiteley



CW: Rick Taras, Jim Nugent, Gary Dyer, Bill Shepherd, Gene Lamski,
Jim Whiteley, Cort dePeyster, Joe Rajacic,

MRY - Monterey Peninsula

Wednesday June 8th a few of us joined up at Woody's at MRY Airport for lunch. The view across the Monterey Bay was beautiful with clear visibilities to Santa Cruz and beyond! We had a few "no shows" who had RSVP'd but seven of us enjoyed great service from **Danielle** and excellent meals all around.

We discussed the problems of having lunch with a large group at Hay's Place in Pebble Beach and decided to continue at Woody's. Though the views are outstanding when the weather cooperates and the food was usually good at Hay's – the service was not consistent, especially with a large group.

Part of our table conversation was reminiscing about layover hotels, the local favorite restaurants, and planned vacations. **Sunee** and son **Mark** (retired Allegiant captain) just returned from two weeks in Morocco – Covid testing was \$250.00 each! Otherwise **Sunee** recommended Morocco!

By-the-way the new "Top Gun" movie got a thumbs up!!!

Next lunch is July 13th at Woody's! RSVP by the Monday before!

Stay safe - Phyllis Cleveland



L-R: Steve Filson, Wayne Aleshire, Yvonne Aleshire, Sunee Jines, Phyllis Cleveland, Ken Bohrman, Terry Filson.

Signs . . .

In a Veterinarian's waiting room:
"Be back in 5 minutes. Sit! Stay!"

At an Optometrist's Office:
"If you don't see what you're looking for, you've come to the right place."

On a Maternity Room door:
"Push. Push. Push."

Signs . . .

At a Tire Shop:
"Invite us to your next blowout."

At a Car Dealership:
"The best way to get back on your feet - miss a car payment."

On a Plumber's truck:
"We repair what your husband fixed."

PDX - The Columbia River Geezers

We gathered at our usual time and place, and things were looking good until, due to staff shortage, we were seated at the opposite end of the restaurant from our usual table.

Bill Park and **Doug Howden** went comatose for a bit, but then began to admire each other's Navy flight jackets, and soon, were back to normal and kept the rest of us cracking up for the remainder of the lunch. **Ron Blash** was complaining about how hard it has been to gain weight. I kindly offered some of mine, but he declined, saying he feels much better now than he did before. **John Cooper**, our Republic/American regular guest, finished rebuilding a wing for a on amphib floats. We hung the wing back on the plane Sunday. Cuts and bruises healing nicely. **Mike Thomas**, aka "Yoda", confided to me that he was an AF Academy grad. We overlapped a couple years, but he, like everyone else at the table, was senior to me.

That's all for this month. Room for more, always, so please join us second Tuesday of the month at California Pizza Kitchen in Clackamas Town Center.

Steve Barry



L-R: Ron Blash, Steve Barry, John Cooper, Mike Thomas, Bill Park, Doug Howden

SFO-East Bay Group

We had the smallest turnout of the year for our luncheon, just three of us. Covid restrictions in some parts of the country are lifting, and there are so many things to do and catch-up on. Some of our members were off visiting friends on the other side of the country and were unable to make the meeting while others had to attend meetings elsewhere.

Saw in the last issue of the *NEWS* that **Arvid von Nordenflycht** has flown west. He was a nice guy and visited our luncheon whenever he was up this way.

Forgot to take a picture again. Just **Jerry Udelhoven**, and **Rich and Georgia Bouska** attended this time.

We meet the second Wednesday of the month at the Black Bear Diner, 807 Camino Ramon, Danville, at 1:00.

Come join us sometime. *Rich*

SEA - Seattle Gooney Birds

This cool, gray day in early June was accompanied by a gift from Hawaii, the Pineapple Express. With my Texas siblings sweltering under a daily dose of record high temperatures this weather here is certainly welcome. Twelve Seattle Gooney Birds and six wives/spouses enjoyed the camaraderie and good food at the SeaTac Marriott. Service by Jackie, David and Firas was exceptional as always.

Jack Brown, within a month of "90", was back and in good form. He had missed the May gathering, his first absence in recent memory, and he thanked the group for his get-well card. He reeled off a good string of one-liners and a discussion of mountain climbing as well as classical piano, particularly that of Rachmaninoff.

Upon being asked, **Bill Jensen**, our man in the world of Sport of Kings, brought us up to date on the successes of his stable of stallions racing at Emerald Downs in King County.

Phil Scott described the ongoing challenges in selling their beautiful, scenic Seattle home. That they are still here is our gain and Nashville's loss.

Hangar flying was good, as usual, and **Larry Knechtel** recalled unique bits of Asian flying and the accompanying layovers with his usual humorous slant.

Time to to don the rain jacket and until July,

For the Flock,

*Hank
Kerr*



Seated L-R: Jim Barber, Rich Hurst, Bob Reid, Phil Scott, Bill Records.
Standing L-R: Jack Brown, Alan Black, George Brown, Alex Dunn,
Larry Knechtel, Bill Jensen, Hank Kerr



L-R: Margie Reid, Cynthia Scott, Blythe Knechtel, Faith Records, Maureen Hurst, Kathy Black.

SMF - SAC Valley Goldwingers

Greetings all RUPArians from sunny Northern California. The summer is kicking off with a bang. Not really....just thought I'd say that to get your undivided attention. All Goldwingers appear to be in good condition and COVID free at this time. As always, the standard line when greeting luncheon attendees is how are you feeling and how is your health. There should be a separate report in my commentary about the health and well being of each member of our group. But I wish to curtail that discussion and focus on the camaraderie and liveliness we all experience at our luncheons. We were very happy to have our Commander-in-Chief, **Don Wolfe** (aka Wm), join us for our monthly activities.

Some tidbits of conversation that were brought up and discussed amongst this most astute group focused mainly on United hiring, new United destinations and the ever entertaining movie "Top Gun Maverick".

The many topics included United expanding the flight training center which is currently the largest training center in the world. They are expecting to hire an additional 10,000 pilots by 2030, add a new four story building and add an additional 12 advanced flight simulators. The mental health of pilots are under scrutiny after the China Eastern crash, the Germanwings crash in 2015 and the Egypt Air crash that departed from New York. In a recent study it was found that 12.6% of pilots suffered from depression. I sure am happy I retired from United well before they discovered my mental state. RUAEA is planning their annual convention in San Diego this year on Oct 3 thru Oct 9, 2022 which should be an absolute blast. If you fly into Newark, expect delays as other airlines are over-scheduling the number of flights they are authorized to accommodate. But the good news is there is new service out of Newark to include Nice, Amman and Bergen. Very happy to report that Bombardier is launching a new business jet, Global 800, that is expected to restore supersonic passenger jets. Now that is definitely something I would have signed up for. Here's a hum-dinger that recent retirees may find interesting. Senator Graham may propose raising the retirement age to 67. Here's your chance to enjoy flying the friendly skies for possibly 2 more years. Lastly, UAL is celebrating 75 years of flying to Hawaii. Hawaii is my destination of choice when going on a vacation. Let the flying to Hawaii never end.

Wow, if you have not seen the movie "Top Gun Maverick", you have got to make time on your schedule and forget that evening card game with your buds and enjoy the most entertaining movie I have seen in a long time.

Well folks, that is all to report from the Goldwingers. Be sure to sign up for the RUPA Alaskan cruise or enjoy the upcoming convention in San Diego with the Retired United Airline Employee Association. Enjoy your summer and I'll check in with you next month.

Still Flying High, John Gorczyca



Seated L-R: Bob Lynch, Don Wolfe, Rosemary Authier.

Middle row L-R: John Gorczyca, Lance Engeldinger, Trudy Engeldinger, Kathy Cotter, Mary Harty, Jim Harty, Sean Blalock, Ann Blalock, Dave Ulm, Joni Cordano, Sharon Gorczyca.

Back row L-R: Bill Authier, Jerry Blalock, Jenny Kallio, John Kallio, Waitress Shelby, Marv Alexander, Lori Muir, Karl Winkelbrandt.

SFO - Bay Siders - May

We had a lively lunch group in May, although a couple regulars were unavailable to attend. **Bob Lawrence**, a long time RUPA member, showed up for the first time in a few years. He continues to sing in his country music trio. **Sue Thomas**, who I haven't seen in years, attended. She was number 570, of the 570 group. She retired early a couple of years ago. Her and her significant other, have two golden retrievers, who keep them very busy during their retirement.

Some members of our group have had covid. Most of us, who are all boosted, had minor symptoms. One of us has experienced minor but lingering fatigue issues. This discussion led to medical insurance coverage. Some of us who retired after the bankruptcy, had no United retirement benefit from age 60 to 65. The union had given this up prior to the bankruptcy, along with significant pay cuts, hoping to save us from bankruptcy. Well, we know how that worked for us.

Well, we always try to end our gatherings on a high note, which we did. Three of us members are active in the San Carlos American Legion Post. I have been commanding officer there for 11 years, so I explained the work we do, such as donating money to World Central Kitchen and Doctors without Borders, to aid Ukrainians. We have a group of United retirees, including flight attendant, mechanics and pilots, that meet every Thursday night there for appetizers and beverages. Besides Bob trio, three of us are active members of a crazy marching band, 'The World Famous!?' Los Trancos Woods Community Marching Band. Our modus operandi is s outlandish costumes that fit the occasion, (red, white and blue clothes and crazy hats for the Fourth of July parade), patriotic songs and old favorites ('Yes, I have no bananas!'). Did I mention we push a wooden beer cart, complete with a keg of beer and umbrella behind us? We usually win some kind of reward for original community band. It is a hoot, and a toot.

Enough for now,

Rich Erhardt



L-R: Jeri Johnson, Bob Lawrence, Rich Erhardt, Cyndi Schwager, Jerry Terstiege, Sue Thomas, Keltie Morris, Gerry Delisle.

SNA - Dana Point

Nice weather, clear skies and 74 degrees. Thirteen people showed up with **Jan Heistermann** being a welcome addition after a short absence. She opened up new subjects for discussion. Among them: United's Caravelle, the men only Businessman Special aka "Chicago Executive" where cigar smoking was allowed and the cabin was IFR only, "Take Me Along" promotion where some businessmen took their girlfriends instead of wives, flying with the Tracy Aces, handling procedures for a passenger who expires in flight - or as **Bill Stewart** put it "severely lacking in life signs". An FA's description of the approach into Kai Tak airport "I saw what the apartment dwellers were eating for dinner!". Senior flight attendant jokes rehashed - "Before becoming a flight attendant, I used to be a stewardess". With each new topic Jan introduced, we were able to add our own stories.

Carlos Bernhard showed a picture and an article of Argentine's DL22, an AT-6 made of wood. It had great performance being lighter than the original metal model. **Denny Giese** showed his response to rising inflation - use \$100 bills. More stories included Envoy's new Tentative Agreement where the LCAs make \$427 when doing LCA work, plus our reviews of the new Top Gun movie.



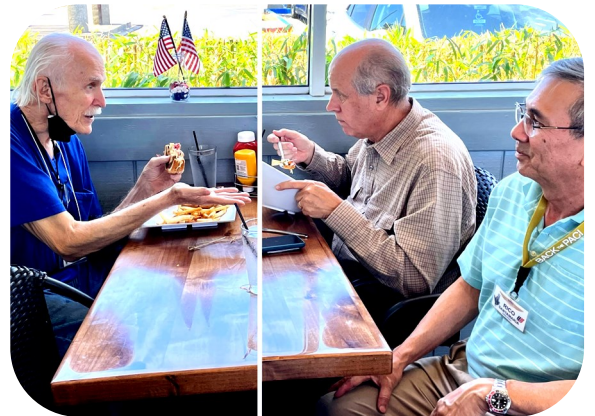
20 yr. old Carlos Bernhard flying the wooden version of the AT-6 in '55.

Our next meeting will be on July 12 at the Proud Mary's at Dana Point. We start at 11:30, order lunch by 12 and settle our bill as a group paying with cash. Come join us if you are in the area, call me for details 949-842-5186.



L-R: Boomer Knutzen, Bob Fuhrmann, Carlos Bernhard.

Rico Santamaria



L-R: Bruce Dunkle, Corey Ferguson, Rico Santamaria.



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



L-R: Denny Giese and Bill Rollins ready for inflation.



L-R Joe Udovch and Bill Stewart



Tom Reidt giving a eulogy.

Arvid von Nordenflycht's Celebration of Life

A group of us from Dana Point attended Arvid von Nordenflycht's memorial service at the Western Museum of Flight in Torrance, CA. Many United people were present, among them (not a complete list) were **Jan Heistermann, Don & Susan Crawford, Adrienne Short, Loyd Kenworth, Ron and Mary Matsuda, Bill Renner, Bob Briggs, Mike Guymon, Bill Meyer, Michelle Botkin, Jim Grosswiler, Butch Trembly, Rusty Aimer, Corey Ferguson, Rico Santamaria and Denny Giese.**



L-R: Jim Grosswiler, Butch Trembly, Rusty Aimer, Corey Ferguson, Rico Santamaria, Mike Guymon.

Fittingly a number of us came in uniform, either the legacy United uniform used until 2013, or the post merger UA/CO wide striped, blue black uniform used currently. (The secret to slipping into outfits made up to 20 years ago was lots of WD-40. Borrowing the wife's spandex would have helped too.)

The event was moving yet cheerful. **Jeff Smith**, friend of family, recently retired Northwest/Delta pilot and son of "**Uncle Miltie**" Smith (UAL) paid tribute, as did **Tom Reidt** (RUPA), close friend and neighbor. **Sue von Nordenflycht** was a very gracious host along with her two children.

Having pilots in uniform accentuated the atmosphere and highlighted the airline pilot portion of Arvi's colorful life.

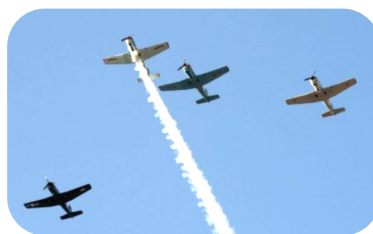
The memorial concluded with a four ship flyby by the Torrance based Tiger Squadron flying Yak 52s.



Corey Ferguson with Arvi's grandchildren.



L-R Bill Renner, Rusty Aimer and Bob Briggs watching the flyby.



SFO - North Bay

The North Bay group met once more at Cafe Bellini in Petaluma on our favorite day, the first Wednesday of the month. Lively table talk as per usual. On a sad note we learned of the passing of one of our members, **Captain Dan Porter**, who passed away in late April. May he rest in peace.

We meet on the first Wednesday of the month, Cafe Bellini, 100 S. Mc Dowel Blvd., Petaluma. 11:30 am meet with a 12:00 noon sit down and usually out the door before 2:00 pm.

All are welcome, bring your appetite and a story and enjoy...

Per Ardua, Barney



L-R: Gardner Bride, Dee Whyman, Kathleen Billings, Bob Billings, Mickie Orchard, Sam Orchard, Barney Hagen, Jules Lepkowsky, Ross Sagun, Larry Whyman.

LAX - South Bay Los Angeles - June

Our June lunch was a small but lively group, meeting at Mimi's near the Torrance airport. We agreed that the memorial for **Arvi Von Nordenflycht** the previous Sunday was a wonderful send off for him, a character who will be missed. Lots of other memories followed mixed in with problem solving observations.

Our next lunch will be in August on the third Thursday, 11:30 at Mimi's.

Sharon Crawford



L-R: Gary Forister, Tom Reidt, Don and Sharon Crawford, and Treva Forister. Susan Tyree had to leave before the picture but had time to add to the discussion.

SFO - Bay Siders - June

Our June luncheon, was a really fun event. A little background information first. **Cyndi** and I attended a RAFA (Retired Association of Flight Attendants) meeting at the invitation of its local chapter president, **Marian Bruns**. What a wonderful time. **Cyndi**, as a retired flight attendant knew many of the people there. So, I invited Marian to our local RUPA meeting. She immediately fit in and there were many common stories told. I think getting closer to the other retired employees' groups is a wonderful idea.

We talked about experiences we shared at United, particularly common friends we had. Marian is now on our local email list and we are on hers. **Jerry T.** recalled stories from his perspective of being on the MEC. Good stuff. Turns out both **Jerry** and I were born in New York City, although I was brought up in upstate New York. We discussed how friends that went to fly for foreign carriers could risk their licenses back here if they flunked a check ride. We talked about the Portland DC-8 crash, which resulted in the airline embracing CLR, which did make us better and safer crews.

We talked about a newly written book **Cyndi** and I read, called 'Fly Girls', by Ann Hood. An accomplished author and former TWA flight attendant, it a memoir of her experience starting in the late 70's through the 90's. She was furloughed and later she and the TWA flight attendants went on strike against Carl Icahn. She was not able to come back. It really hits close to home.

Also, we talked about 'Top Gun-Maverick'. It exceeded the hype. For two hours and eleven minutes, we were lost in the movie and thought of nothing else. It thoughtfully brings in strategic parts and characters from the original 'Top Gun'. Go see it! I guess it is true, if something is really good, I'll plug it.



L-R: Cyndi Schwager, Rich Erhardt, Marian Bruns, Carol Gillett, Jerry Terstiege, Jeri Johnson, Keltie Morris.

Come join us the second Tuesday of the month, 12 noon, Harry's Hofbrau, in Redwood City.

Enough for now. Stay safe.

Rich Erhardt



Boeing 377 [Stratocruiser](#).
Click photo for more info.

There I Was . . .

(Please Limit submissions to 1000 words)

There We Were . . . Hitting the ground in about a second

By John Hebbe

Believe it or not, there are actually some things slightly better than being a Captain or Co-pilot. After begging, pleading and slobbering one time, United agreed to let me act as a Check Pilot. On the Princess of the Fleet; the B-727. Following some check out process, a pat on the back and authentic FAA Certification, I was turned out on line to take a squinty look at guys upgrading to Co-pilot (we had Second Officers then)...or, creams-of-the-crop moving over to the power seat. In fixed wing planes, this is on the left.

As a genuine check pilot, you had to maintain currency in both pilot seats. When your annual PC came up, you spent an hour and a half doing Captain stuff and then swapped seats for half an hour until the break. Basically, all this really proved was that you were ambidextrous and could still down-grade your mental processes to think like a Copilot. [Just kidding]

PC time arrived. I thought I was ready for anything. Dead-headed out to Denver and met the other two members of my PC crew. New Second Officer lady and a right-seater from Chicago. Never met the man before. He told me he had 2-3 years' experience in the right seat. My mind was at ease.

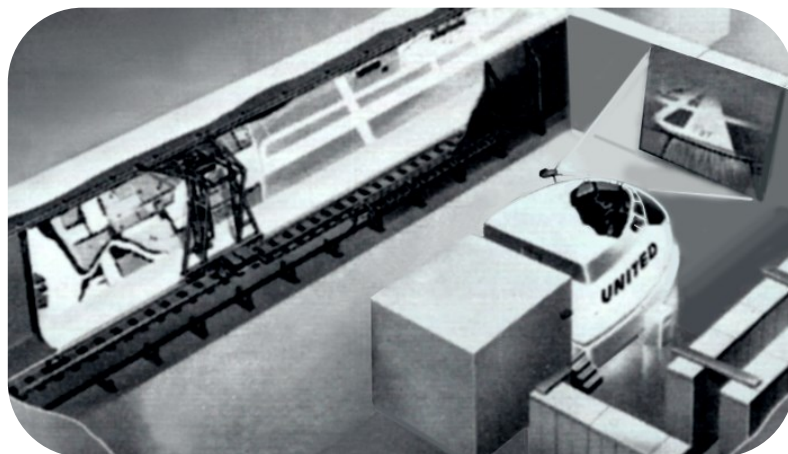
I think that Stapleton had already been shut down and tent-city (DIA) was in full swing. PC's are, of course, simulator exercises. You can't really kill yourself. I think even the SIMS had bumpers then so you couldn't damage them.*

Completed my half of the check ride. After a break, it was #2's turn in the barrel. Tilted my seat back a little and relaxed. As you know, on a check ride, if the minimums were 250', the SIM check guy would set the ceiling at 251'. Zippo margin. That was the case for every approach that day.

Even though Stapleton Airport was no longer in service, we still had training approach plates to some of their runways. One of these was different than the others. It was printed on light blue paper and said **FOR TRAINING PURPOSES ONLY** in large print across the top. This was the Back Course approach to RW 26L. I don't think this sort of approach is still in use today. Anywhere. Put to rest along with colored airways. Most of you are too young to remember those. Amber 6 between Corpus and Palacios, for example.



Photos and drawings courtesy of [UAHF](#).



Moving camera projected video onto a screen.

BCSE RW 26L. These were a bit tougher because the nav-aid providing the glide-slope and azimuth signals was right there at the approach end of the runway. This made a great deal of difference to you flying the approach. Your margins for error were significantly reduced. Consequently, your minimums were higher.

Since this was a tricky approach, you knew that someone would always get this one on a check ride. I didn't get it so I knew who would. My experienced flying buddy. Then his time came: "Cleared for the BCSE 26L" We went through all the procedures and the Flight Engineer did all of her stuff with aplomb. (!)

Check list. Flaps. Gear down. Final Check list. Settle in, approaching minimums. Wind from 315 so we had a slight, right nose-correction. Keeping a sharp eye out at eleven o'clock to catch the runway a foot above minimums...before the flying guy could get anxious and execute a miss.

Watching out. Watching in. Checking everything...even the Second Officer panel from time to time. Watching outside again. Praying. That's what Check Pilots do. Twenty feet above now. Where the Hell's the runway!

"Approaching minimums." Looking harder than ever at the eleven o'clock position. Almost at minimums. The copilot jerked all three throttles to full idle and pushed the control wheel full forward. We hit the ground in a nanosecond. The sim check guy hit the red simulator Kill Switch. Turned the cockpit lights on and said, "Okay. Everybody just failed." The co-pilot turned to me and said, "I'm sorry. I don't know why I did that." Dejected, we all headed back for the debriefing. The Second Officer lady was paralyzed...she was still in her probation year! I was similarly unhappy and thinking in terms that would make a sailor blush.

The first words out of the check guy's mouth in the debrief were, "Well, Hebbe, you just lost your Check Pilot status." I had no defense. Later the company pleaded for me to relieve the Second Officer from any responsibility. Which I did. Otherwise, she would be fired. Thank you, #2. You changed a couple lives that day. Did our re-takes later and life moved on.

/s/ John Hebbe, DCAFO, etc. 1968-2001. Storyteller.

* This was not the case with some, really old, DC-6/7 sims. I hired on as a DC-6/7 SO. When you flew that one, there was an image projected on the windscreen when you made an approach.

The image was a moving camera shot because, in another room, there was an actual layout with hills made of sand simulating terra firma around a fake airport.

I recall it was about 50' by 50' in size. Always dark. Few pilots ever saw it. Above this was a camera on a set of strings which responded like an actual plane as you flew the SIM around. When you made an approach, you actually 'flew the camera' to touchdown. And I thought, "Highly sophisticated!"



DC-8 wall terrain layout with a moving camera which appears to be just over the parallel runways on the board. Courtesy of [UAHF](#).

There I Was . . . With Our Nightengale

By Gerry Baldwin

In the mid-1970s, as head of standards for T-28B/C Navy Training Squadron Three, VT-3, I found myself with the unenviable task of trying to get a recalcitrant student back on track. The student, let us call him Dave (not his real name), was the nephew of a celebrity admiral. That was not the issue, though, at least not in the beginning. Dave had joined the Naval Aviation Choir. The choir traveled; and Dave went with them.

Dave would fly two or three times and then be gone for a week or two. Upon his return, he would get a couple of warmup flights and then continue in phase. One of the best predictors of student success is consistency. Flying, often, keeps students' heads in the game; and they build upon their experience. Dave lacked any continuity or consistency. Students were expected to solo on their fourteenth flight. When I got Dave, he was on his twenty-eighth flight and had not soloed. He had failed two safe-for-solo checks.

In our first pre-flight briefing, I suggested to Dave that he would do well to suspend his singing till he completed flight training. One would have thought that I had asked him to strangle his dog. He indignantly told me that I could not stop him from being in the choir or traveling with them. I allowed that he was correct; then I told him that he was not showing sufficient progress in his flight training. He could sing or fly; but the two were not fully compatible. He said he would not leave the choir.

On that day's flight he was no better than most students were on their third or fourth flight. He did not know his procedures, the aircraft systems, or the confines of our operating area. He was far from ready for solo. To give him a real chance, I added an additional warmup, three in all, before giving him a safe for solo check. That meant he had thirty flights, vs. the usual dozen, before his upcoming check.

On the day of his check, we briefed; and I sent him out, alone, to preflight the airplane. Because of his shaky performance and lack of progress, when I arrived, I checked several items before getting into the airplane. Among other issues, the oil filler cap was not locked down. The left-wing fuel tank cap was not locked down. He watched me secure them. Afterward, I turned to him and said, "You failed to secure the oil cap and the port wing fuel cap. Did you secure the starboard wing fuel cap?" He said, "Yes." I said, "Do you want to go check it?" He said, "No, it's good."



We started up, taxied out, and took off. Upon liftoff, we were streaming fuel from the starboard fuel tank. He had opened the cap and left it ajar. That was the only time in my nearly 1,000 hours of flying T-28s that I had seen streaming fuel. I took control, circled around, landed, and taxied back to the ramp. I could have secured the fuel cap and continued his check ride; but I had seen enough. Clearly, he was not safe for solo; and with his attitude and habitual absences, I felt he never would be. I gave him his third and final down; and he was out.

I never saw him after that day; but I did get word of his further exploits. As a legacy, the nephew of a famous admiral, he rushed right off to Corpus Christy, Texas, to see the Chief of Naval Air Training. After his visit with the admiral, word filter down to my commanding officer, CO, who called me in for a conference. My CO said that Dave had told the admiral that I had flown him through clouds without a clearance.

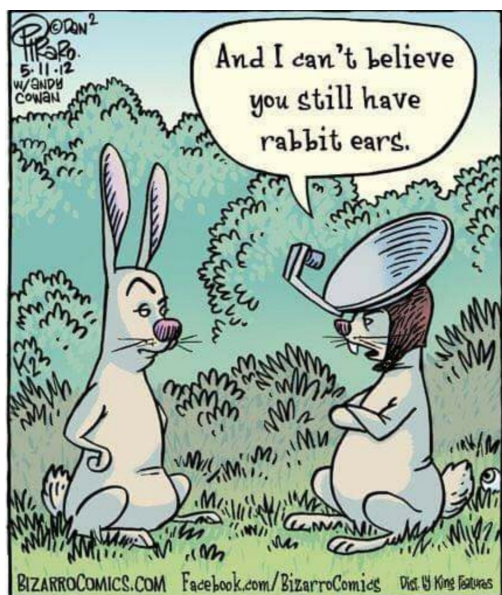
I was totally puzzled. I could not imagine what he was talking about. I studied on the matter for a moment; and then it came to me. I said to my CO:

I know what he is talking about. We were out on a clear day; and Dave kept flying out of our operating area. I would take the airplane and return to within our boundaries; and he would do it again. I asked him why he kept flying east and out of our area. He said he was avoiding clouds. I asked, "What clouds?" He said, "Right there." I looked around to see the tiniest whisp of a cloud, no bigger than our airplane. I could see right through it. I said, No, no, no, you do not understand. When regulations say, "clear of clouds," they mean those that would obscure your vision of other aircraft or their vision of you." I further said, "Little clouds cannot hurt you; let me illustrate." I flew over and cut the little whisp in half. I said, "Now, there are two clouds; and we are unhurt." I gave no more thought to the issue till now.

My CO said, "Do not worry about it; I will take care of it." I never heard another word about Dave or his disposition.

I knew of other legacies. For example, one of my classmates in advanced jet training got a "Down" at the ship on what was supposed to be his last flight before getting his wings. His admiral father was to be in town the following day for his winging ceremony. They held the aircraft carrier on station, gave him two extra flights that afternoon, and sent him back out to carrier qualify the following morning. He got his wings as planned.

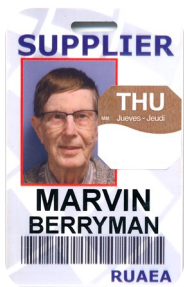
Dave, on the other hand, was merely the *nephew* of an admiral. I suppose he did not carry enough horsepower to get all that much special handling. I, for one, treated him like any other student.



United Airlines Historical Foundation

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From the book "Flying MacArthur to Victory"

By Weldon E. (Dusty) Rhoades



At 8:55 A.M. the eleven Japanese envoys came aboard the Missouri and lined up along the rail of the ship. The Allied participating dignitaries were standing in a square formation, facing a table in which the Surrender Documents and a microphone were placed.

The remainder of us were lined up according to grade, naturally, I was in the rear row. At nine o'clock sharp General MacArthur came forward and started the proceedings.

He made a short, moving speech, then called the Japanese delegation forward to sign the Instrument of Surrender.

The Japanese copy of the document was appropriately bound in black, whereas ours was bound in green. Foreign Minister Shigemitsu signed for the Emperor, then General Umezu signed for the Japanese Imperial General Headquarters staff.



The Japanese Delegation stands at attention for the surrender ceremony aboard the Missouri while General MacArthur delivers his speech and instructions. (U.S. Army)



General MacArthur signs as Supreme Commander of Allied Powers. (U.S. Army Photo)

Immediately afterward General MacArthur affixed his signature to both copies of the document as Supreme Commander, Allied Powers and thus started the "Incident of the Pens".

He used Six Fountain Pens. The first two were to be presented to Generals Wainwright and Percival, both former Japanese Prisoners of War. The third was to go to West Point, the fourth to the Naval Academy at Annapolis, the fifth to the National Archives, and the sixth was Mrs. MacArthur's personal pen. That one he kept for her.

The other five pens he left each beside the others lying on the table, then called the various national representatives forward one at a time to sign on behalf of their respective countries, When Adm. Sir Bruce Fraser signed for the British Empire, he picked up two of the pens and presented them to two of his aides in a gesture, poorly imitative of General MacArthur, thus hoping to obtain two of these historic pens.

Immediately after the ceremony General MacArthur told Ben Whipple and me to "Get those Pens Back". We did so, but only after considerable trouble and embarrassment requiring a half-day of detective work.

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

Articles

UNITED VOICES

BY JOHN D. PINTER

BOEING BEAUTY (Editor Note: Originally published in *Hemisphere*, August, 1995)

While visiting the Boeing 727 exhibit at Chicago's Museum of Science and Industry, a pilot reminisces on his special relationship with this unique aircraft. It's a moving tribute to the plane that launched his childhood dream.

My wife, JoAnn, met her competition today. She has known about the "other woman" for most of our 31 years of marriage. In fact, JoAnn knowingly drove me into her arms. I planned to introduce the two at the Museum of Science and Industry in Chicago.

It was difficult to miss such a beauty. She hadn't changed at all, and in fact, she was wearing the same colors she had worn 28 years ago when I fell in love with her.

Of course, I'm talking about an airplane ... but what an airplane it is. It's a Boeing 727 that United has donated to the museum as an educational display. It teaches children the basics of flight and introduces them to the people who really make the airplanes fly.

If you're a seasoned traveler, you've probably flown on a B727, maybe even this very aircraft. Some might see it as just another form of transportation, but to me, she was more like an old friend. More than a few of us keep track of the planes we come into contact with, vicariously sharing in the places and people served by the one jet with that number on its tail.

I have no doubt that it has played an important role in many of our lives. The B727 was responsible for many firsts in my career. It was the first jet I ever flew and the first United aircraft I crewed as a flight engineer, co-pilot, and captain. Although I've since moved on to another, larger aircraft, no other plane will ever hold the same place in my heart.

As we began our tour of the plane, I peered into the cockpit. I knew we had a special bond, this grand lady of the skies and me. I remembered sitting in seats like these, in all kinds of weather, night and day, delivering passengers safely to their destinations.

I tried to impress JoAnn with my knowledge. Even after



John D. Pinter
Chicago-based DC-10 Captain

all these years, I keep trying to impress her. I was like a child, wide eyed and excited, pointing out how everything worked in the cutaway sections. JoAnn laughed at my enthusiasm.

Once, a little boy came up to the cockpit after we landed, and my flying partners and I showed him all the bells and whistles. He said, "When I grow up, I want to be a pilot." I replied, perhaps only half joking, "You can't do both, son."

Don't let that comment mislead you. As pilots, we are professionals in the truest sense of the word. United has given me all of the tools necessary to get you, our

customer, to your destination in a safe and timely manner.

But from where I sit, I never fail to see in United employees an enthusiasm—an almost childlike fascination with flight—that keeps us unabashedly in touch with the way that little visitor felt on his first trip to the cockpit.

After each flight, I enjoy saying good-bye to our customers and accepting a "well done" or "nice landing" or even a simple "thank you." And we also appreciate hearing when things could be better.

We stood beside this wonderful aircraft and watched her go through the paces. Her control surfaces moved and her landing gear retracted. She was the star of a multimedia show that simulated a flight between Chicago and San Francisco.

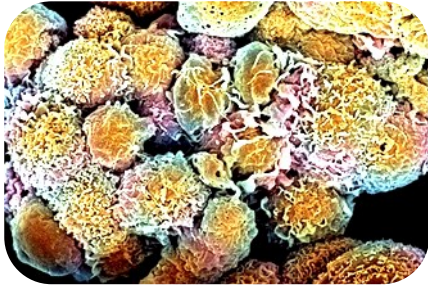
Watching her perform, I was filled with a great sense of pride. Pride in myself for being part of the best pilot group in the world. Pride in United, for striving to be the best airline in the world. And I was proud that the greatest loves of my life have treated me so well. Thank you, JoAnn; thank you, B727; and most of all, thanks to United's passengers for helping to make this little boy's dream come true. ✪

PHOTOGRAPHY, DON JISEKA, USA

AUGUST 1995 HEMISPHERES 17

Breast Cancer Drug Trial Results in ‘Unheard-Of’ Survival

By Gina Kolata/The New York Times



For some patients with metastatic tumors not significantly affected by other forms of chemotherapy, the treatment halted their cancer’s growth.

The patients had metastatic breast cancer that had been progressing despite rounds of harsh chemotherapy. But a treatment with a drug that targeted cancer cells with laserlike precision was stunningly successful, slowing tumor growth and extending life to an extent rarely seen with advanced cancers.

The new study, presented at the annual meeting of the American Society of Clinical Oncology and published in the *New England Journal of Medicine*, would change how medicine was practiced, cancer specialists said.

“This is a new standard of care,” said Dr. Eric Winer, a breast cancer specialist, director of the Yale Cancer Center and head of the A.S.C.O. Dr. Winer was not involved with the study. He added that “it affects a huge number of patients.”

The trial focused on a particular mutant protein, HER2, which is a common villain in breast and other cancers. Drugs that block HER2 have been stunningly effective in treating breast cancers that are almost entirely populated with the protein, turning HER2-positive breast cancers from those with some of the worst prognoses into ones where patients fare very well.

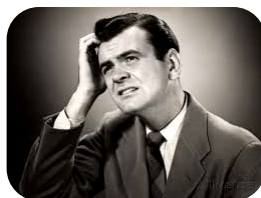
But HER2-positive cases constitute only about 15 percent to 20 percent of breast cancer patients, said Dr. Halle Moore, director of breast medical oncology at the Cleveland Clinic. Patients with only a few HER2 cells — a condition known as HER2-low — were not helped by those drugs. Only a small proportion of their cancer cells had HER2, while other mutations primarily drove the cancer’s growth. And that posed a problem because the cancer cells evaded chemotherapy treatments.

The clinical trial, sponsored by the pharmaceutical companies Daiichi Sankyo and AstraZeneca and led by Dr. Shanu Modi of Memorial Sloan Kettering Cancer Center, involved 557 patients with metastatic breast cancer who were HER2-low. Two-thirds took the experimental drug, trastuzumab deruxtecan, sold as Enhertu; the rest underwent standard chemotherapy.

In patients who took trastuzumab deruxtecan, tumors stopped growing for about 10 months, as compared with 5 months for those with standard chemotherapy. The patients with the experimental drug survived for 23.9 months, as compared with 16.8 months for those who received standard chemotherapy.

“It is unheard-of for chemotherapy trials in metastatic breast cancer to improve survival in patients by six months,” said Dr. Moore, who enrolled some patients in the study. Usually, she says, success in a clinical trial is an extra few weeks of life or no survival benefit at all but an improved quality of life. The results were so impressive that the researchers received a standing ovation when they presented their data at the oncology conference in Chicago.

How is it that we put men on the moon before we figured out it would be a good idea to put wheels on luggage?



Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?

Trastuzumab deruxtecan was already approved for patients with HER2-positive breast cancer, but few expected it to work because other drugs for such cancers had failed in HER2-low patients.

The drug consists of an antibody that seeks out the HER2 protein on the surface of cells. The antibody is attached to a chemotherapy drug. When trastuzumab deruxtecan finds a cell with HER2 on its surface, it enters the cell, and the chemotherapy drug separates from the antibody and kills the cell.

But “what is unique and distinct” about trastuzumab deruxtecan, Dr. Modi adds, is that the chemotherapy drug seeps through the cell’s membrane. From there, it can move into nearby cancer cells and kill them as well.

Like all chemotherapy, trastuzumab deruxtecan has side effects, including nausea, vomiting, blood disorders and, notably, lung injuries that led to the deaths of three patients in the trials. But, Dr. Winer said, “if I were a patient with metastatic breast cancer, and if I were to get a drug with chemotherapy’s side effects, I’d prefer this drug.”

Doctors have said they are planning to try the treatment in their breast cancer patients who have metastatic HER2-low cancers.

“We are all going back and looking at our patients right now,” said Dr. Susan Domchek, a breast cancer specialist at the University of Pennsylvania’s Abramson Cancer Center. She says that even before the Food and Drug Administration approves trastuzumab deruxtecan for HER2-low patients, she will see if the data from the new study will be enough to convince insurers to approve the drug, which has a wholesale price of about \$14,000 every three weeks.

Dr. Winer emphasized that -trastuzumab deruxtecan is not a drug for earlier stage breast cancer; it still must be tested in that group of patients. But that is a likely next step, as is testing the drug in other cancers and extending its strategy beyond HER2.

“This strategy is the real breakthrough,” he said, explaining that it would enable researchers to zoom in on molecular targets on tumor cells that were only sparsely present.

“This is about more than just this drug or even breast cancer,” Dr. Winer said. “Its real advantage is that it enables us to take potent therapies directly to cancer cells.”

One patient in the current study, Mary Smrekar, age 55, of Medina, Ohio, said she felt she got a temporary reprieve from certain death. She was diagnosed with breast cancer in 2010 and has undergone surgery, chemotherapy and radiation. Her cancer went into remission.

“I thought I was free and clear,” she said. But in 2019, the cancer came back. It had spread to her pelvis. She had chemotherapy, but this time, there was little improvement.

Two years ago, she entered the trial at its Cleveland Clinic site. Her cancer has not gone away, but the tumors stopped growing. “I’m so happy I got another two years,” Ms. Smrekar said. “My daughter is getting married next month. I didn’t think I’d make it to the wedding.”



A loo with a view



A Cancer Trial's Unexpected Result: Remission in Every Patient

By Gina Kolata/The New York Times



The study was small, and experts say it needs to be replicated. But for 18 people with rectal cancer, the outcome led to “happy tears.”

It was a small trial, just 18 rectal cancer patients, every one of whom took the same drug. But the results were astonishing. The cancer vanished in every single patient, undetectable by physical exam, endoscopy, PET scans or M.R.I. scans.

Dr. Luis A. Diaz Jr. of Memorial Sloan Kettering Cancer Center, an author of a paper published Sunday in the *New England*

Journal of Medicine describing the results, which were sponsored by the drug company GlaxoSmithKline, said he knew of no other study in which a treatment completely obliterated a cancer in every patient. “I believe this is the first time this has happened in the history of cancer,” Dr. Diaz said.

Dr. Alan P. Venook, a colorectal cancer specialist at the University of California, San Francisco, who was not involved with the study, said he also thought this was a first. A complete remission in every single patient is “unheard-of,” he said.

These rectal cancer patients had faced grueling treatments — chemotherapy, radiation and, most likely, life-altering surgery that could result in bowel, urinary and sexual dysfunction. Some would need colostomy bags.

They entered the study thinking that, when it was over, they would have to undergo those procedures because no one really expected their tumors to disappear. But they got a surprise: No further treatment was necessary.

“There were a lot of happy tears,” said Dr. Andrea Cercek, an oncologist at Memorial Sloan Kettering Cancer Center and a co-author of the paper, which was presented at the annual meeting of the American Society of Clinical Oncology. Another surprise, Dr. Venook added, was that none of the patients had clinically significant complications.

On average, one in five patients have some sort of adverse reaction to drugs like the one the patients took, dostarlimab, known as checkpoint inhibitors. The medication was given every three weeks for six months and cost about \$11,000 per dose. It unmaskes cancer cells, allowing the immune system to identify and destroy them.

While most adverse reactions are easily managed, as many as 3 percent to 5 percent of patients who take checkpoint inhibitors have more severe complications that, in some cases, result in muscle weakness and difficulty swallowing and chewing. The absence of significant side effects, Dr. Venook said, means “either they did not treat enough patients or, somehow, these cancers are just plain different.”

In an editorial accompanying the paper, Dr. Hanna K. Sanoff of the University of North Carolina’s Lineberger Comprehensive Cancer Center, who was not involved in the study, called it “small but compelling.” She added, though, that it is not clear if the patients are cured.

“Very little is known about the duration of time needed to find out whether a clinical complete response to dostarlimab equates to cure,” Dr. Sanoff said in the editorial.

Dr. Kimmie Ng, a colorectal cancer expert at Harvard Medical School, said that while the results were “remarkable” and “unprecedented,” they would need to be replicated.

The inspiration for the rectal cancer study came from a clinical trial Dr. Diaz led in 2017 that Merck, the drugmaker, funded. It involved 86 people with metastatic cancer that originated in various parts of their bodies. But the cancers all shared a gene mutation that prevented cells from repairing damage to DNA. These mutations occur in 4 percent of all cancer patients.

Patients in that trial took a Merck checkpoint inhibitor, pembrolizumab, for up to two years. Tumors shrank or stabilized in about one-third to one-half of the patients, and they lived longer. Tumors vanished in 10 percent of the trial's participants.

That led Dr. Cercek and Dr. Diaz to ask: What would happen if the drug were used much earlier in the course of disease, before the cancer had a chance to spread?

They settled on a study of patients with locally advanced rectal cancer — tumors that had spread in the rectum and sometimes to the lymph nodes but not to other organs. Dr. Cercek had noticed that chemotherapy was not helping a portion of patients who had the same mutations that affected the patients in the 2017 trial. Instead of shrinking during treatment, their rectal tumors grew.

Perhaps, Dr. Cercek and Dr. Diaz reasoned, immunotherapy with a checkpoint inhibitor would allow such patients to avoid chemotherapy, radiation and surgery.

Dr. Diaz began asking companies that made checkpoint inhibitors if they would sponsor a small trial. They turned him down, saying the trial was too risky. He and Dr. Cercek wanted to give the drug to patients who could be cured with standard treatments. What the researchers were proposing might end up allowing the cancers to grow beyond the point where they could be cured.

"It is very hard to alter the standard of care," Dr. Diaz said. "The whole standard-of-care machinery wants to do the surgery."

Finally, a small biotechnology firm, Tesaro, agreed to sponsor the study. Tesaro was bought by GlaxoSmithKline, and Dr. Diaz said he had to remind the larger company that they were doing the study — company executives had all but forgotten about the small trial.

Their first patient was Sascha Roth, then 38. She first noticed some rectal bleeding in 2019 but otherwise felt fine — she is a runner and helps manage a family furniture store in Bethesda, Md.

During a sigmoidoscopy, she recalled, her gastroenterologist said, "Oh no. I was not expecting this!" The next day, the doctor called Ms. Roth. He had had the tumor biopsied. "It's definitely cancer," he told her. "I completely melted down," she said.

Soon, she was scheduled to start chemotherapy at Georgetown University, but a friend had insisted she first see Dr. Philip Paty at Memorial Sloan Kettering. Dr. Paty told her he was almost certain her cancer included the mutation that made it unlikely to respond well to chemotherapy. It turned out, though, that Ms. Roth was eligible to enter the clinical trial. If she had started chemotherapy, she would not have been.

Not expecting a complete response to dostarlimab, Ms. Roth had planned to move to New York for radiation, chemotherapy and possibly surgery after the trial ended. To preserve her fertility after the expected radiation treatment, she had her ovaries removed and put back under her ribs.

After the trial, Dr. Cercek gave her the news. "We looked at your scans," she said. "There is absolutely no cancer." She did not need any further treatment. "I told my family," Ms. Roth said. "They didn't believe me." But two years later, she still does not have a trace of cancer.

<https://www.nytimes.com/2022/06/05/health/rectal-cancer-checkpoint-inhibitor.html>

Coffee Drinking Linked to Lower Mortality Risk

By Dani Blum/The New York Times



The research found that those who drank moderate amounts of coffee, even with a little sugar, were up to 30 percent less likely to die during the study period than those who didn't drink coffee.

That morning cup of coffee may be linked to a lower risk of dying, researchers from a study published in *The Annals of Internal Medicine* concluded. Those who drank 1.5 to 3.5 cups of coffee per day, even with a teaspoon of sugar, were up to 30 percent less likely to die during the study period than those who didn't drink coffee. Those who drank unsweetened coffee were 16 to 21 percent less likely to die during the study period, with those

drinking about three cups per day having the lowest risk of death when compared with noncoffee drinkers.

Researchers analyzed coffee consumption data collected from the U.K. Biobank, a large medical database with health information from people across Britain. They analyzed demographic, lifestyle and dietary information collected from more than 170,000 people between the ages of 37 and 73 over a median follow-up period of seven years. The mortality risk remained lower for people who drank both decaffeinated and caffeinated coffee. The data was inconclusive for those who drank coffee with artificial sweeteners.

"It's huge. There are very few things that reduce your mortality by 30 percent," said Dr. Christina Wee, an associate professor of medicine at Harvard Medical School and a deputy editor of the scientific journal where the study was published. Dr. Wee edited the study and published a corresponding editorial in the same journal.

There are, however, major caveats to interpreting this research, she added. This is an observational study, which means the data cannot conclusively prove that coffee itself lowers the risk of dying; there may be other lifestyle factors contributing to that lower mortality risk among people who drink coffee, like a healthy diet or a consistent exercise routine.

The average amount of added sugar per cup of sweetened coffee in the study was a little more than a teaspoon — far less than what is typically added to many sugary drinks at coffee chains across the country. A tall Caramel Macchiato at Starbucks, for instance, contains 25 grams of sugar, about five times as much sugar as a sweetened cup of coffee from the study.



“All bets are off when it comes to matching this with a latte, a Frappuccino, the super mocha whipped whatever,” said Dr. Eric Goldberg, a clinical associate professor of medicine at the N.Y.U. Grossman School of Medicine. These beverages tend to be high in calories and fat, he said, potentially negating or at least blunting any benefit from the coffee itself.

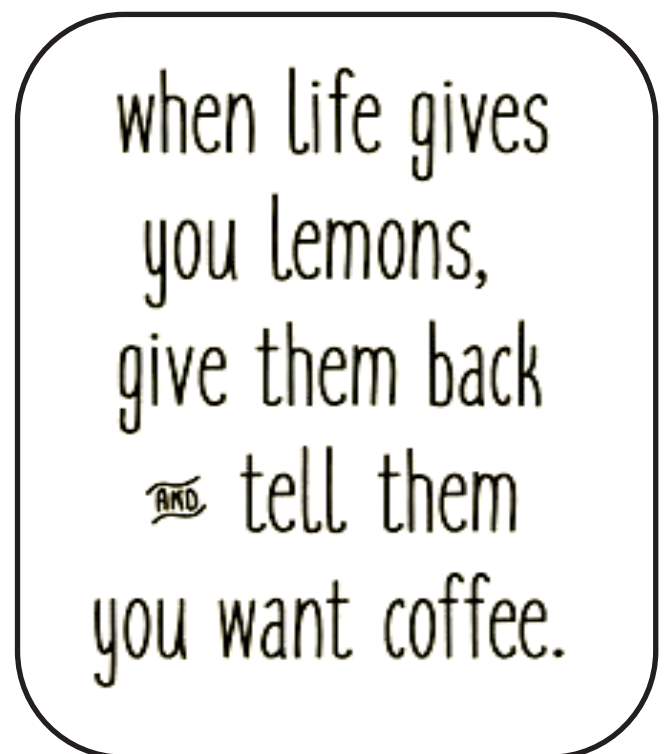
This new study is the latest in a robust line of research showing coffee’s potential health advantages, he said. Previous research has linked coffee consumption with a lower risk of Parkinson’s disease, heart disease, Type 2 diabetes, liver and prostate cancers and other health issues.

Scientists don’t know exactly what makes coffee so beneficial, Dr. Goldberg said, but the answer may lie in its antioxidant properties, which can prevent or delay cell damage. Coffee beans contain high amounts of antioxidants, said Beth Czerwony, a registered dietitian at the Cleveland Clinic’s Center for Human Nutrition in Ohio, which can help break down free radicals that cause damage to cells. Over time, a buildup of free radicals can increase inflammation in the body, which can cause plaque formation related to heart disease, she said, so dietitians recommend consuming foods and beverages that are rich in antioxidants.

There’s also the possibility that coffee drinkers tend to make healthier choices in general. They might opt for a cold brew or a cup of drip coffee instead of a less healthy source of caffeine, like an energy drink or soda, Dr. Goldberg added. “If you’re pounding Mountain Dew or Coca-Cola or Red Bull or all these other drinks, they have tons more sugar, all the artificial stuff — versus coffee, which is a generally unprocessed food.”

Despite the encouraging evidence about coffee, there isn’t enough data to suggest that people who don’t currently drink coffee should add a stop to Starbucks during their morning routines, Dr. Wee said. And even avid coffee drinkers shouldn’t use the study to justify endless cups of java. The study showed that the benefits of coffee tapered off for people who drank more than 4.5 cups of coffee each day. Past studies have shown that consuming “extreme amounts” — over seven cups per day — can take a toll, she said.

“Moderation is good,” Dr. Goldberg said. “But too much of a good thing isn’t necessarily more of a good thing.”



Letters

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

Carl Eberle – Geneva, IL

Like most members Bonnie and I have not done much traveling in the last year but we have done some. Since both of our sons live on the West Coast we continued to fly out there about every 6 weeks (one grandson each). In September we flew to FRA to visit my sister who lives in Mainz, Germany and then on to Dublin on Lufthansa for a 10 day bus tour. That was our first bus tour and probably our last. Some good things, but too regimented for us. On March 6th, 2020 we were about to board a Princess cruise for Baja CA when a delay was announced. Finally at about 1900 they announced that the cruise was cancelled because they were unable to get a crewmember tested for Covid. We were disappointed but after a couple of days we realized how lucky we were.

In March we are about to give that cruise another try, this time on Holland America. All passengers and crew must be fully vaccinated.

I still go with Bob Helfferich on Angel flights and also on some of his Pilots & Paws missions in his Cardinal.

I don't play much tennis or racquetball anymore, but I now play a lot of Pickleball.

Most weeks I play 3 times for 2 to 3 hours.

Looking forward to a more normal year although I really enjoyed not having a cold for two years!

Carl ORD LAX SFO

David Fairman – Nazareth, PA



On May 10, 2022 I celebrated 90 years on this earth. It has been thirty-four years since my retirement in 1988. When I retired I left the airline industry and moved on to the farming industry.

Life has been good to me having been blessed with two good wives who not only knew how to farm but how to manage me as well.

I have four children and eleven grandchildren who are all college graduates with lucrative careers. There are three great grandchildren (all girls) and another girl and our first boy due in July.

The farm, farming regulations, and the family keep me busy and entertained, but my wife thought it wasn't enough so we are now fostering dogs. Our latest is Molly, a German Pincher who weighs about 40 pounds and runs like the wind. It is an interesting breed so Google it to learn their history.

On May 29 my wife has planned a reception at the farm (515 Knauss Rd., Nazareth, PA) to celebrate this 90th birthday milestone. All I know is that I am supposed to be here between 2 and 4 PM to greet everyone. So if you are in the area, please stop by for some refreshments and to remanence about the good old days and try to predict the future.

610-759-7829 or Cell 610-360-5371

Support your local farmers.

Skip Fairman

EWR CLE JFK 1956 - 1988

Aviation Etymology simulator (n.)

1835, of persons, from Latin *simulator* "a copier, feigner," agent noun from *simulare* "to make like, imitate, copy, represent," from stem of *similis* "like, resembling, of the same kind" (see [similar](#)). In reference to training devices for complex systems, from 1947 (*flight simulator*).

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

Joel Turpin – Punta Gorda, FL

New Rupa member Captain Jack "Troll" Bowen and I were both based at ORD and flew the 737-200 as a crew many times in the early 1990s. Jack was a captain, and I was a first officer. In fact, our final flight together was August 30, 1994, and we had not seen each other since then.

I had asked you to forward to Jack my contact info and he and I got in touch with me last week and found out we both live in Florida. Jack lives in Tampa and I live in Punta Gorda, an hour and a half drive away.

I am still flying professionally for a wealthy family in Pennsylvania and am once again commuting to work. I fly a single engine turboprop Pilatus PC-12NG and mostly fly my boss and his family from Mount Pocono, PA to Key West where they have a house on a private island. I drop them off there, then fly solo to Punta Gorda for my 7-10 day layover at home.

My airplane just happened to be parked on the FBO ramp here when I got in touch with Jack. We made plans to fly my plane together over to Sebring, FL for the traditional \$2,000 hamburger.

Having not flown together for 28 years, two retired United pilots got re-United when we once again took to the skies as a crew. Just thought it would be fun to share this event with the rest of our readership.

Joel



Leif Jonassen – Sarasota, FL

Hi All, wife January and I have made a couple of moves since retirement May 2000. Flew Citation 10 for Netjets for 8 years until I lost my medical.

Moved from Thousand Oaks, Calif to Payson Arizona in 2009. Great log home and golf course but the 5000 ft elevation was tough for January's breathing so we moved to Sarasota last year. Near our daughter Mari and grandson Colton. Weather is fine we bought into a boat club so we navigate on the inter coastal water way. You know the old saying if it flies floats or the other F word rent it! Used our United points for a first class flight to visit family and friends in Los Angles then did economy coming home don't need to do that again.

Was sad to see that Arvi flew West great guy!

Thanks

Leif

Click photo to see 1950s United Boeing 377 video.

Ron Denk – Summit, NJ

Hi All,

When receiving my copy of "Air Line Pilot" I usually spend an hour or so reading it while having my lunch. The January-February issue is an exception, as that issue has a profile of each of the airlines whose pilots are represented by ALPA, and I read every page.

The "At A Glance" column has a wealth of information, notably the "Fleet" and "Domiciles". Betty & I spent considerable time speculating if I were flying for Wasaya Airways, whether I should bid a crew base at Pickle Lake, Sioux Lookout or Red Lake. We were satisfied flying out of Newark until I retired, but after checking out Pickle Lake on Wikipedia, we decided it has more of a year-round vacation atmosphere, ditto Sioux Lookout and Red Lake. A big question is whether Amazon Prime can promise 2-day delivery on our orders. That's important as Walmart does not have a store in any of these locations or Thunder Bay, Wasaya's hub. We collect stuff and we depend on "access".

Another consideration is the temperature--- Wikipedia says Sioux Lookout has gotten down to 51 degrees below zero Fahrenheit and we're not sure if our solar panels and windmill would keep us warm enough.

Taxes are a big plus up north---no place has higher taxes than Jersey. A lakefront one acre + lot on Pickle Lake would cost us less than our annual property tax bill here in the Garden State. Plus, pilots based at Pickle Lake can explore for gold on their days off. Gold was first found there in 1928 and there may still be a few ounces just waiting to be found.

Kelowna Flightcraft with 12 pilots is another interesting outfit. They do extensive modification work and their Convair 5800 pictured in their profile caught my eye. They've converted Convair 340, 440 and 580's with a 14' plug added to the fuselage. One of them even found its way to New Zealand. More info on Wikipedia.

Every time I parked next to United's Hangar at EWR I would see a Kalitta Air DC-8 on the other side of the hangar. Now I see that they've purchased a Boeing 777 300 ERSF from GE Capital Aviation and Israel Aerospace Industries. This "Big Twin" will be 25% more fuel efficient per ton than their 747-400s and have 21% more volume than the 777-200 Freighter. Kalitta is headquartered at Willow Run in Ypsilanti, MI, which just happens to be where I started with Capital Airlines back in 1957. "Connie", their call sign, comes from "Conrad" Kalitta, their founder.

There is almost too much for this old geezer to try to absorb. I'll just have to use my camera to take a few more pictures of the feathered birds out the kitchen window.

Ron EWR



Click photo to link to the full details of the 2022 Retired United Airlines Employee Association Convention in San Diego.



Tim Whitney

Happy to be home!

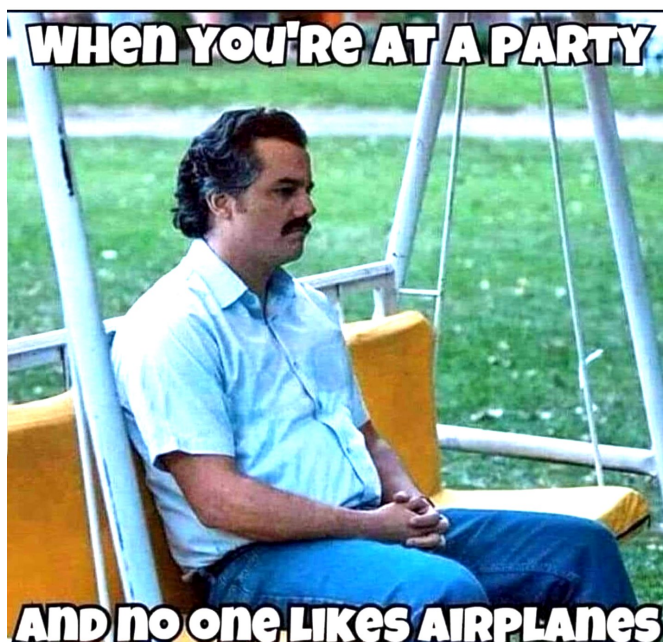
In early December of 2019, I left the US for my normal annual winter stay in Thailand, as I had been doing for a number of years.

Within two months the dreaded covid was upon us and everything changed! Instead of being able to return in May, my normal return time, I was forced to stay in Thailand.

For the next two and a half years, various flight restrictions, lack of flights period, various US and various Thai CDC restrictions, and mandatory two week quarantines upon arrival in US, which I refused to do, caused me to remain on a much longer holiday than I had planned!

During the two and a half years there, I was able to dodge the dreaded covid, however, within two weeks of being home, I came down with what amounted to a bad cold and tested positive! That was gone within eight days and now all is well! I will have to say that my two and a half year extended holiday was a definite imposition, but not at all a hardship. I am already planning my next winter's holiday in Thailand!

Tim Whitney
(Ho Chi Tim)



John Pinter – Vermilion. OH

Hi All, it's me again. I didn't have a newsletter last year because of my illness but "I'M BAAAACK! As many of you knew I had lung cancer and underwent all the CRAP that that entails. I'm happy to say that I'm once again cancer free. This is the second time I beat cancer. The first was when I was 18 years old in college. That made me 4F, however, after five years I was considered cured and able to join United with an Aeronautical Engineering Degree and airframe and powerplant experience. I only needed a commercial pilots license since it was through the PAAP (Pilots Advanced Acceptance Program).

Beating the cancer this time though really took a toll on my body. I lost close to 100 pounds (don't say it <G>) and can't put any weight back on. I would love to be about 40 pounds heavier though. I'm now at my fighting weight but if someone blew on me, I'd fall over. The chemo has messed up all my organs and they are out of prescribed limits. I have to do a "blood panel" once a month and a scan of my organs every three months to ensure the cancer doesn't raise its ugly head again.

They also dug a hole through my back (Clagett Window) into the Pleura Cavity around the lung and had to scrape out a large infection. That hole will never heal, and we have to pack it with gauze then put a dressing over it. We are doing it twice a day because of the fluid draining out. Medicare only pays for short time nursing so now my wife (AKA Nurse Ratched) has to do it. The best decision I ever made was to marry that woman. We met in Catholic grade school; God knew what he was doing when he introduced me to her.

We sold our condo in Florida since I'm now married to the Cleveland Clinic here in Ohio. (You know your getting old when your new best friends are your doctors.) Our 19 winters at Riverbend in FL, were wonderful and the decision to sell was a hard one to make. We got our asking price (the highest price at that time) and sold in 3 days. That was last year and now it's back on the market for \$148,000.00 more. GO FIGURE! It doesn't bother me though because it was the right decision at the right time. Winter conditions in Ohio are not that bad if you only go out on nice days and don't have to go out on the crappy ones.

My traveling days are over because of the hole in my back. Traveling would entail carting all the medical supplies to care for that "wound" along with us. That's a shame though because now that we don't have that condo it frees us up to travel which was my plan going forward. That's not a big problem though because we can still get together with friends, especially the RUPA luncheons and McMackin's "Crazie's Summer Fete".

I haven't done much with the QB's because of my illness. Also, I haven't driven since all this started and our QB meetings are in the evenings about 45-50 minutes away, so I didn't want my wife to drive me there, go back home then comeback to pick me up. However, now that it is spring the fly-ins are beginning, and I'll try to make a few of them. I might even be able to talk Bob Olson (UAL retired) into flying me to a few of them. Now that I've lost almost 100 pounds we don't have to worry about the trees at the end of the runway.

I'm not mad or depressed over what has happened to me though. I count my blessings and realize I'm far better off than many other people out there. As the old saw says, "I was looking out of the window feeling bad because I didn't have a pair of shoes to wear then I saw a man with no feet". This doesn't mean I've given up because if the hole gets smaller and we only need to pack the wound once a day I may be able to do some limited travel. Besides, I've had the greatest career in the world and was very healthy through my 33 years with UAL and 21 years of retirement. I've got all I ever hoped for and more. My bucket list is empty with the help of my wife JoAnn for 59 years. As I told the doctors, "If I die tomorrow, I'll die a very happy and contented man". THANK YOU, GOD!

PS: I think I will add travel to visit all our friends into the bucket list since it would be nice to freeload off of you guys. I guess once a Captain always a Captain.

John



UNITED AIRLINES

In Memoriam

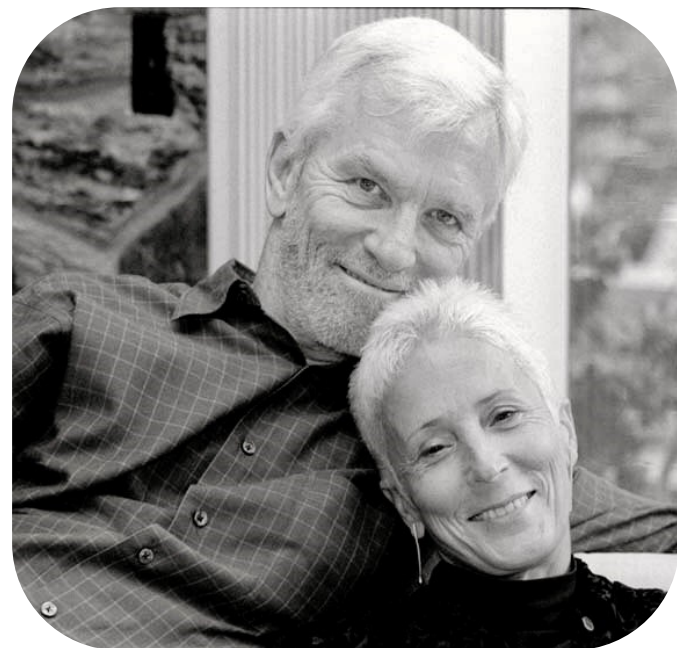
RUPA members who have Flown West

Dan Porter

My beloved Dan passed away unexpectedly the evening of April 28th, 2022, while enjoying a few days on his own, caring for the home of friends in SF. The medical examiner has yet to release the official cause of death, but we know Dan's stilled body was found in a hot tub the following morning. He was 81 years young.

Dan is survived by me, Cherie Porter, his wife one month shy of 50 years, two incredible adult children, Genevieve Porter, and Che Jordan, three (unofficially) adopted children, Nyoman Wirata, Mash Alexander, and Xenia Blair. Maui Porter, Dan's daughter from a first marriage, died in 2015.

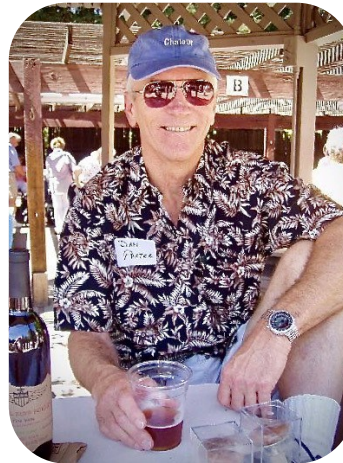
Dan lived a beautifully full and rich life, overflowing with family, friends, and experiences near and far. After serving as a staff sergeant in the U.S. Army for four years, Dan joined United Air Lines as a spray painter. Soon thereafter he received his pilot's license and began flying the 3rd seat as a Flight Engineer.



Over his 37 years with United, Dan flew every airplane United had in service, ending his career flying his favorite equipment, the 747-400, on a SF-Sydney-SF trip, on which I and our daughter Genevieve were passengers. After retiring from United, Dan flew as a private pilot for several corporate jet companies.

As a father, Dan was loving, fair, playful, and ever involved. As a husband, he was remarkable. He knew who he was and shared himself fully. He loved deeply, committed fully to our partnership every day, took time to be reflective and self-aware, and always apologized when he caused harm. He was my best friend and the only man I fully trusted. He was my home. Together, we fostered children for 29 years, specializing in infants with special needs; often taking them with us as we travelled to remote places.

We lived in Bali, Indonesia for more than a year, spent a month on safari in Kenya and Tanzania, and visited every continent except



South America and Antarctica. Two of Dan's favorite trips were a whiskey-and dark-beer tasting tour through Wales and Scotland with his friend, Roger Boulton, and a World War II Band of Brothers tour through nine countries in Europe, with David Bice, with whom he attended HS in Florida.

Dan was an ardent union man and proud member of the Air Line Pilots Association. His curiosity was insatiable, especially about history and World War II. Throughout the last ten years, he participated in a wide variety of classes offered by the Osher Lifelong Learning Institute (OLLI), making many new friends.

He loved and cherished his family, friends, and our community with exuberance and joy. Thank you, Dan, for every moment of the life and the love you gave us.



Dave Patterson



His hope was in the Lord Jesus and on June 2, 2022, David Charles Patterson, 90, mounted up with wings like the eagles to meet his Lord and Savior whom he loved and served.

David Charles Patterson was born November 22, 1931 in Jacksonville,

Florida, son of Scottish immigrant James H. Patterson and Ethel Bray Patterson. He attended grade school in Ft. Worth, Texas and, at the sudden death of his father, came with his mother to live in Wheaton, Illinois. He was an energetic and impressionable young teen. It was there that he graduated from Wheaton Community High in 1949 and then from Wheaton College in 1953, with a distinguished record in track and field. God provided godly mentors such as DeWitt Jayne, coaches Gil Dodds & Lee Pfund, an active church youth group, and many others. While there he met and married Joan Welsh, who would become the mother of his five children.

Enlisting in the United States Navy in 1953, he was accepted into Officer Candidate School the following year. He earned his wings in Pensacola in 1956, and then served as a naval aviator with VS-36, flying anti-submarine patrols in the S-2F Tracker from the Essex, Valley Forge, Lake Champlain, Leyte, and other aircraft carriers in the Atlantic Ocean from 1956 until 1960. He later joined the Naval Reserves at Glenview NAS, where he was a Squadron Commander and was promoted to Captain in September 1976. He cheerfully worked a number of other jobs, including flying for his brother's company, Patterson Aircraft, in Sacramento, California, before joining United Airlines in 1964. He flew the B-727, DC-8, and B-747, before retiring as a DC-10 Captain in 1991.

He and Joan moved to Wheaton and then to Glen Ellyn where, as a resident for 32 years, he paid an active interest in the lives of his children, his church, and his community. He later served on the Wheaton College Alumni Board. He and Joan lived at Windsor Park before her untimely death in 2004.

On July 23, 2005, Dave married Joyce Nehring Peterson. Dave loved and treated his new family as though they were his own. Together the couple visited family and friends and enjoyed short stints volunteering on work projects, especially to Honey Rock Camp. Dave always looked forward to the MIMS trips to Costa Rica each winter. As an enthusiastic golfer, he enjoyed many opportunities to play. He didn't care about the score "Just so I can be with nice guys on a nice day."

With a genuine interest in the lives of people Dave spent time personally each morning to pray for many of them, sometimes for their personal or material needs but often for assurance of their salvation in Christ. His closing request to God each morning as he finished devotions with Joyce was that God would "...help make us a blessing to someone today."

He is survived by his wife of 17 years, Joyce Patterson; his children: Michael (Bonnie) Patterson of New Smyrna Beach, FL, Deborah (Keith) Brady of Wilmington, DE, John (Marcy) Patterson of Jacksonville, IL, Tracy Patterson of Chicago, IL, and Steven (Kimberly) Patterson of Winneconne, WI; his grandchildren: Kaitlyn (Kevin) Dombrowski, Christopher (Heather) Brady, Cody (Sarah) Gray, Melissa (Joshua) Hoegh, Jordan (Danielle) Patterson, Kari Patterson, and Kyra Patterson; and thirteen great-grandchildren!

He was preceded in death by his parents, the Rev. James and Ethel Patterson; his three older brothers, Don, Dick and John and his first wife, Joan Welsh Patterson.

Memorials may be directed to: In His Steps Ministry, P.O. Box 827, Canton, MS 39046.
www.InHisSteps.org



John Homer Anderson



Born: July 21, 1925 in Salina, Utah

Died: May 24, 2022 in McHenry, IL

John Homer Anderson, age 96 of McHenry, IL, passed away at his home on May 24, 2022, from complications of a stroke.

He was born on July 21, 1925, in Salina, Utah, to Joseph and Ethel (Davenport) Anderson. He married Margaret (Peggy) McEntee on November 24, 1948, in Salt Lake City, Utah. He graduated from the University of Utah with a BS in Business and Marketing.

Homer lived in McHenry for over 65 years. He was a snowbird to Green Valley AZ for 40 years. He was a United Airline pilot for 34 years, retiring as a captain on the B-747s in 1985.

He learned to fly in the Army Air Corps, Class-B (1943-1945). In his career with United, except for the Convair 340, Caravelle, and B-737, he flew all the airplanes from DC-3s to B-747s. During those years the industry was transformed by the introduction of the National Radar coverage, weather radar, and the jet airplanes. He enjoyed the benefits of union membership throughout his career.

Homer enjoyed golf and was a long-standing member of the McHenry Country Club. Homer lived on the Fox River and loved watching the weather and sunsets from his deck. He ran his home subdivision for twelve years (1970-1982). He snow skied most of his life having been raised in Salt Lake City, UT.

He was a talented artist who painted in watercolors. In his last years, he rode his electric scooter around McHenry. Some of his favorite stops were the Little Chef on Riverside Drive and the McHenry Indoor Theater on Green Street.

John is survived by his children: Karen Anderson Penzell, John H. (Mary) Anderson, Jr, Edward J. Anderson, Susan Anderson Bjornson, Sam (Zhihong) Anderson; his grandchildren: Luke Anderson, David Anderson, Max Bjornson, Lana Larson, Ava Bjornson, Grace Penzell and Portia Anderson; his great grandchildren: Jacob, Travis and Scott Anderson, Cora and Quinn Anderson, Wesley and Thomas Bjornson and Edith Larson.

He was preceded in death by his wife, Peggy on August 24, 2004 and his siblings Kay Anderson, Maxine Williams and Betty Ann Dickinson.

Friends and loved ones may share memories of John on his tribute wall at www.justenfh.com,

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

Frank Morton Jr.

Frank Morton Jr. of Sun Lakes, Ariz. was born in Kansas City on Sept. 29, 1933 and at age 87, due to complications from Alzheimer's, he flew West on October 25, 2021. Son of Frank Morton Sr. and Ruth Morton, Frank graduated from East High School in Denver in 1952. While attending the University of Colorado he made the decision to follow in his father's footsteps and become a pilot. He graduated from training at Williams AFB in Arizona. Just two weeks prior to graduation he survived a midair collision in an F-86 where another pilot came up underneath his aircraft and Frank was forced to eject . . . thus earning him membership in the 'Caterpillar Club' which is an informal association of people who have successfully used a parachute to bail out of a disabled aircraft.

Frank hired on with United Airlines in June of 1955 and with a sterling work ethic he flew from 'the left seat' of the Convair, DC6, DC7, DC8, B727, DC10, and B747-400. Frank was a loyal member of ALPA and he liked to say "he had jet fuel in his veins". He retired in 1993 with 39 years of proud active service for United worldwide. Frank had a large passion for flying. He purchased a Cessna 172 HAWK XP where his daughter Jill earned her ratings . . . but Frank thought that aircraft was just "a little too close to the ground for him . . ."

In 1993 Frank bought a summer home in Bette's hometown of High River, Alberta where they spent ten wonderful years of Golfing and wine making. Moving back to Denver in 2009, they enjoyed many family summers boating and fishing in the high country which included skiing in the winter, skeet, trap, and bird hunting.

As a retired Capt. Of F-86's and F-100's Frank served six years for the Colorado Air National Guard all while enjoying his favorite past times of Gardening, Winemaking and Bird Hunting. Frank used to say flying the F-86 in the Colorado Air National Guard was one of his proudest accomplishments. Everyone who knew Frank said he was 'easy going'!

Frank is survived by his loving wife Bette of 62 years (who also worked for United Airlines as a flight attendant)

Daughter Diane (Jerry) Yakima, WA

Son David US ARMY RET. Denver, CO

Daughter Jennifer RET. Sun Lakes, AZ

Daughter Jill, Sun Lakes, AZ

Five Grandchildren and 1 Great Grandchild

He was preceded in death by his brother Eugene Morton (82)

And one Granddaughter, Abigail Spencer

For those who wish, donations in Frank's memory can be made to the Alzheimer's Association.



Flown West

Remembering United Pilots who have Flown West

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

**denotes RUPA non-member*

John Homer Anderson	May 24, 2022
David G Binns	Feb 7, 2022
Walter K Boileau *	Sep 2022
William H Cannady, Jr. *	Feb 2022
Edward P Duclos *	Feb 2022
Stephen R Fisher *	Feb 2022
Frank Morton, Jr.	Oct 25, 2021
Thomas W Kerrey *	Nov 2022
Herman M Lenhardt, Jr. *	Mar 2022
Paul B Malone *	Mar 2022
Patrick A Ogle	May 24, 2022
Dave C Patterson	Jun 2, 2022
Daniel "Dan" P Porter	Apr 28, 2022
James Phillip Reif *	Apr 27, 2022



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

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

How to pay your RUPA dues

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



RUPA Luncheon Information - **RUPANews Deadline: 15th of Each Month**

Arizona

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

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

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

California

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

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

FAT: The FAT Flyers (2nd Friday, 0730 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*

SFO: San Francisco North Bay (1st Wednesday - 11:30) *Cafe Bellini, 100 S. McDowel Blvd., Petaluma, CA 707 318-1338*

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

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

Colorado

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

Florida

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

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

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

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

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

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

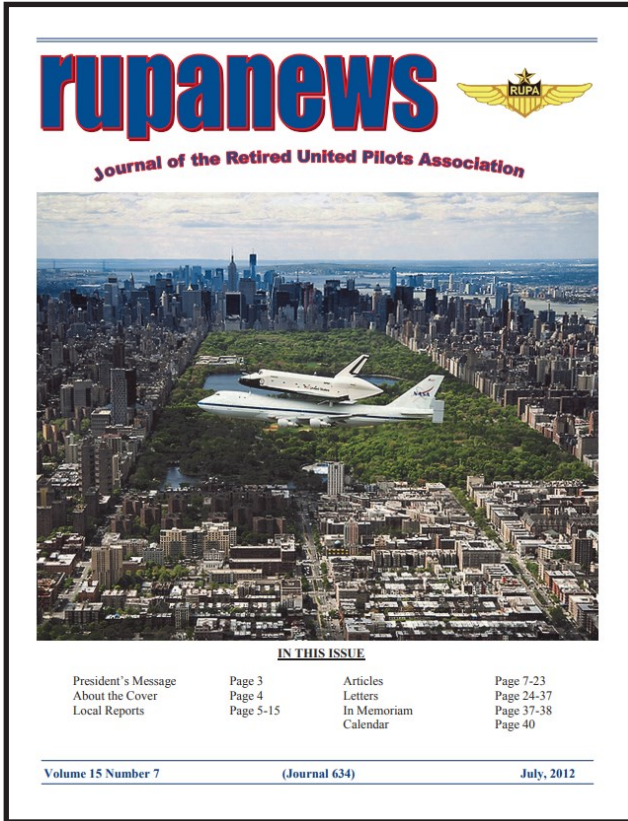
DCA: Washington D.C. Area (3rd Wednesday, Jan, Apr, Jul, Oct) - *TBD - 540-338-4574*

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 - July 2012



20 years ago - July 2002



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



Photo capture from UAL Training film "Office in the Sky" depicting the wall-mounted terrain display associated with simulator training. A moving video camera, representing the aircraft's flight path, has the video projected onto a cockpit visible screen. Pretty high-tech for its day.

Click photo to link to video.



Member Photos

Member-submitted layover and work-related photos



Capt Paul Andrews photo editing skills of his F/O, Brian Wampler. JAC 2003.



Capt. Rick "Crunch" Rubin & Capt. Don "Wolfman" Wolfe. 747-400 IOE. 2003.



RUPArians Cort de Peyster and former UA MEC chairman, Jay Heppner, crossed paths in EGE flying separate planes (XOJET) to the MIA area. Jun 2022.



747-400 wheel change while boarding. SFO Apr 2010.



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