

rupanews



Journal of the Retired United Pilots Association



*by Victor Gutierrez
IAH*

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Member Photos

Member-submitted layover and work-related photos



Go-Karting in PVG, Dec 2007.
Editor George, Dave Bullard, Rick McCullough.



Kowloon, HKG. 1964 & 2016. Dan Porter.



Brian Miller & Wife, Monika, on his fini flight.
HNL-EWR - 16 Jun 2022.



Klosterhof - FRA Dec 2012
Crew Name: The Orange Door.

NOTAMS - Editor George

About the Cover Staying clear of the storm (Yes, there is a plane in the photo)

by Victor Gutiérrez - IAH

About the Back Cover UAL 737 Max media photos - - <https://www.united.com/>

In Memoriam

The In Memoriam/Flown West section is a solemn area of the *RUPANews*. We receive Flown West info from many sources and are eager to immediately let you know and there is the occasional misprint. Last month, I received two inputs for a pilot who flew west and one had the incorrect photo, which I missed. The photo was published in the July edition. I apologized to the family and immediately corrected it in the on-line version but obviously could not for the printed copy. I have reprinted the corrected obituary in this issue.

RUPANews Lite

The October issue will be a *RUPANews* Lite edition. I will be on a "sabbatical" for three weeks with limited availability. The issue will have less pages but it WILL include Luncheon Reports, In Memoriam/Flown West and Letters. The 'enhancements' I normally add, such as internet links, photo manipulation, cartoons, etc. won't be possible. I hope you understand.

Openings Available

Although many folks provide input for the *RUPANews*, the actual article review, editing and magazine layout is a single-pilot operation and extremely labor intensive. I would certainly like to have some more volunteers 'on reserve' to help as-needed.

My thanks to **Jerry Beaty** for volunteering with the Letters section. Lately, the Letter load has been light and Jerry hasn't been called up much. Enjoy your time off. LOL

Still looking for a volunteer to help verify the Flown West info. Typically, FW info comes to the Sec/Treas which is forwarded to the Editor who logs it in a spreadsheet. The info is eventually entered into the magazine draft. We need another set of eyes to verify the info is correct. Typically it is name spelling and dates. Let us know. RUPAEditor@rupa.org

"Mayday, Mayday, Mayday! RUPA-One has a "Photo Low Level" Indication"

We simply have not been receiving many photos for the inside covers. We started printing the inside cover in color for members' photos. Send more before we flame out.

Mark your calendar: *RUPANews* deadline for any input - 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

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President's Letter

Don Wolfe rupapres@rupa.org



Don Burbank, the Chairman of the UA Retiree President's Committee traveled to Chicago on June 23, 2022, for a meeting with the HR Department. Eight representatives from UA management comprised of VP's and managing directors were in attendance. This meeting was the first step in opening a new dialog with the company about ongoing issues with retiree benefits. Don briefed our committee via zoom on 07-14-22 and commented that we were off to a positive beginning. The UA HR department will have representatives at the RUAEA Convention on Friday 10-07-22 for a briefing and Q&A session.

I checked off another bucket list item by flying my trusty ole [Cessna 180](#) from Auburn, CA to Ohio in late June. Ohio pal **Mike Greenlee** (USAir ret) accompanied me eastbound and Air Guard buddy **Andy Anderson** westbound.

The trip began with the annual pilgrimage to [3U2 at Johnson Creek, Idaho](#) where we met up with UA Captain's **Mike Todd, Tom Trees, Rick Byers** and **Jim Dehart**. Jim earned the Grandpa of the year award by bringing his 2 very energetic young grandsons along to the wilderness airfield. Jim further earned the camp host of the year award by treating all of us to an excellent rib dinner prepared over a campfire. Wow!

Following 3 days at 3U2 we stopped at the [Flying B Ranch](#) with **Mike Todd** for breakfast, then to Salmon, ID for fuel and on to Bozeman, MT. We spent 2 days driving around the Bozeman area enjoying the



spectacular countryside. I even found 2 [F-100F's](#) on the ramp for a photo op with the 180. We were favorably impressed by the fact that everyone in Montana looked us in the eye during conversation.

Next stop was Custer airport near Rapid City SD. where we toured the local parks. We went to [Mount Rushmore](#), viewed the [Crazy Horse project](#) and had dinner with DAL ret **Royce and Marcy Shields**. The last time I saw Royce was in F-100 school in 1975. Needless to say, with 3 fighter pilots at dinner, hands and stories were flying everywhere. Surprisingly, Marcy quickly lost interest and disappeared shortly after dessert. The "spouse disappearing act" seems to be a common and unexplained phenomenon at every aviator's home. Does anyone know why?



Flying over Illinois Mike and I stopped in to see our mutual Buckeye friend UA Captain **Bill Thacker**. **Bill and Janice** have a beautiful grass runway,

hangar and home located in the middle of farm country. We enjoyed a check out and flight in Bill's restored [Super Cub](#) and a wonderful dinner by Janice. Following dinner, the war stories began again. It was duly noted that not only did Janice stay seated for the stories, she participated. Spoiler Alert: Janice is a certified pilot too!





Bill scores WM's landing.
No, that's not a zero.

Early the next morning Bill rolled the Cub up next to the house for dawn patrol missions. We all know that ya can't have country bacon and eggs until you've saddled up and flown the Cub. I took off and parked that Cub right over the farmhouse at 2000' in a 35 kt headwind. The sweet smell of farm crops came into the cockpit as the cool morning air blew through the open door. What a great way to fully appreciate a Midwestern sunrise. Thank you, Bill, for an aviation experience I will never forget.

In Ohio I had lunch with UA Captains **Richard Jameson** and **Myron Ashcraft** and experienced more flying hands and war stories. I'd forgotten how good those guys were in an airplane, or at least how good they thought they were. I departed with little doubt in their airmanship abilities and was reassured that self-confidence is not a character trait missing in airline captains. Arriving at my furthest destination east I spent time with my sisters and friends in Coshocton, Ohio. Note: If you want to find out how big your extended family is and how many people claim to be second cousins, just offer free airplane rides.

No air adventure of this magnitude would be complete without passing through Colorado Springs to have lunch with RUPA Editor **George Cox** at the KCOS [KC-97 Airplane Restaurant](#). George and I ordered Buffalo Burgers, which were not the Bison Burgers we thought they were. The sandwiches still tasted great. We shared many stories from flying together on the 747-4 out of SFO. I discovered that George once equipped a [Chinese three-wheel bike taxi in Beijing with Colorado license plates](#). I wonder if that taxi is still making the rounds.



The last stop was [UT47 Grassy Meadows](#) airport in St George, UT to drop off Andy. When I returned to CA, I submitted a 1970's "UAL green sheet" to the pay desk with 90 hours of credit time, 35 hours actual. With the recent 15% pay increase that should be a very nice pay check this month.

But wait a minute, where's my union rep? I can't seem to locate the 12 year Captain Pay for the Cessna 180 in the contract.

Where As, Where As, Therefore be it resolved:

May you find joy in every day!

WM

Captain Don Wolfe

Welcome New Members

<u>New Member</u>	<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
Capt Gregory "Greg" A Clemens	ORD	Dawn	Geneva, IL
Capt Burt W N Stull	EWR	Jan	The Woodlands, TX
Capt Peter N Allen	DEN	Mickey	Kerrville, TX
Capt Daniel "Dan" L Briggs	SFO	Dresden Osterman	Phoenix, AZ
Capt Nigel T Lemons	DCA	Cynthia	Ashburn, VA
Capt Wendell "Wes" Rody	EWR	Lori	Baton Rouge, LA
Capt James Weise	TBD	TBD	Winfield, IL
Capt T Kurt Kaufman	DCA	Tracy	Williamsburg, VA
Capt Frank P Harper	ORD	Priscilla	Crystal Lake, IL



R & I Report

Retirement and Insurance Information

Bob Engelman rupari@rupa.org



Several friends and family members have recently gotten COVID. Luckily, they're all vaccinated and boosted, so the symptoms haven't been terrible, more like a bad case of the flu. I hope you're all doing well and have been able to avoid it.

I recently received an enote about denial of an Aetna claim that's still being appealed. I read a few articles about this type of issue and this one, from the National Association of Insurance Commissioners (NAIC), has some very good information.

Aug. 17, 2020

[Health Insurance Claim Denied? How to Appeal the Denial](#)

In times of illness or injury, the last thing you need to worry about is your health insurance coverage. If a health claim has been denied, here are some tips to help you understand what you can do.

TOP CONSIDERATIONS

Why a claim gets denied: In some cases, a simple error could be why your claim was denied. Your provider's billing staff may have entered an incorrect code, or your claim may have accidentally been sent to the wrong insurance company. This type of error can usually be cleared up quickly with a single phone call. But sometimes the reason can be more complex and require additional steps to get resolved.

The appeals process: Your policy should indicate how to appeal a denial. There are typically two levels of appeal: a first-level internal appeal administered by the insurance company and then a second-level external review administered by an independent third-party. Your state insurance department will be able to explain the appeals process in more detail.

Timelines for appeals: Generally, your insurance provider must make a decision regarding your internal appeal within the following timelines after receiving your request:

- 72 hours if you're appealing the denial of a claim for urgent care.
- 30 days for treatment that you haven't received yet.
- 60 days for treatment you have already received.

THINGS YOU SHOULD KNOW

Contact your insurance company: If you receive notice that your claim was denied, call your insurance company. You should find contact information on the back of your insurance card and the denial notice. Before you call:

- **Make a list.** Have handy all the questions you have about your claim's denial as well as the details of your treatment.
- **Gather all important documents.** This includes your policy, the Summary of Benefits Coverage (SBC), and your denial letter.
- **Keep notes of all conversations you have with company representatives.** Make sure to note who you speak with, as well as the date and time you spoke. Ask for the person's phone extension so you can contact them directly the next time you need to call.

If your insurer continues to deny your claim, be persistent: The usual procedure for appealing a claim denial involves submitting a letter to your insurance company. Make sure to:

-
- Give specific reasons why your claim should be paid under your policy.
 - Be as detailed as possible when composing your letter.
 - Explain why your procedure or medication is necessary.
 - Include evidence that supports your claim. This could include medical records like x-rays, lab results, or a letter from your physician that explains why your treatment is medically necessary.
 - Ask to expedite the appeal if you or your doctor feels that the denial of your claim could be life-threatening.
 - Keep copies of everything you send to the insurance company for your records.
 - Contact your state Dept of Insurance if you feel your insurer is not cooperating with the appeals process.

TOP THREE THINGS TO REMEMBER

1. If a claim is denied, don't panic. It could be a simple error that is easily fixed with a phone call.
2. When contacting your insurance provider about the denial, make a list of questions and gather all important documents beforehand. Keep detailed notes including the name, title and phone number of the person you spoke with.
3. When appealing the claim be persistent. Send your insurance company a note, being as specific as possible about why your claim should be paid and including as much evidence as you can to support your argument.

About the National Association of Insurance Commissioners

As part of our state-based system of insurance regulation in the United States, the National Association of Insurance Commissioners (NAIC) provides expertise, data, and analysis for insurance commissioners to effectively regulate the industry and protect consumers. The U.S. standard-setting organization is governed by the chief insurance regulators from the 50 states, the District of Columbia and five U.S. territories. Through the NAIC, state insurance regulators establish standards and best practices, conduct peer reviews, and coordinate regulatory oversight. NAIC staff supports these efforts and represents the collective views of state regulators domestically and internationally.

Aetna Healthy Rewards

Don't forget to look into this. We chose Target gift cards last year and wound up with about \$150 each. Log into your Aetna account. I use this link <http://united.aetnamedicare.com/> and go to the HOME page. Click on "Current Coverage" and then up at the very top right, just to the left of your name, you'll see an envelope for messages. Immediately to the left of that is an icon that looks like a wrapped gift box. If I hadn't called and asked, I'd never know where to find it. Click on that and you go right to your "Rewards Center."

Mine shows I've already earned \$100 of the possible \$170 for this calendar year. Then it shows what preventative actions you're taken, how much each has credited you with, and what's left to do. I've already gotten my COVID-19 vaccination, had an annual wellness visit with my doctor, etc.

I'm not as happy about the four stores they've chosen, but they include Home Depot, Best Buy, CVS and Kohl's. I guess I can run out and buy a new tool or two, or a new TV. Don't be alarmed at the "home health visit." Two years ago we did it on a ZOOM call with a doctor, both of us at the same time. Last year we actually had a nurse practitioner come to our house and she interviewed us together for about fifteen minutes. We each got \$50 for that, and it was very easy. All of our Aetna information was right there on the provider's laptop. Yeah, they already know just about everything you've done medically, whether you do the home visit or not.

Hey. It's free cash, and that's just as good as money.

Stay safe. Bob

Travel Report

Retiree Travel information



August 2022

Captain Pat Palazzolo
rupapasstravel@rupa.org

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

Interline Travel News

Hello fellow aviators,

United has entered into interline agreements with a number of new (mostly small) carriers, we have improved ZED fares with others, and we have lost our agreement with Thai.

Viva Aerobus is a Mexican low-cost airline with a fleet of 61 A-320s based in Monterrey, MX. ZED levels and other info is not yet available on Flyingtogether but may be by the time this is published.



Grand Canyon Scenic Airlines, based in Boulder NV and Grand Canyon Airport, AZ has a fleet of 21 turbo props.

Pappillon Helicopters, based on Las Vegas, NV offers helicopter tours of the Grand Canyon. Both companies offer a flat fee based structure for United employees/retirees. See Flying Together for details.

Transavia of France, a low cost French airline based at Orly Airport in Paris and a subsidiary of Air France offers us Low ZED fares. The airline has a mix of 61 A-320s and B-737-800s to 63 destinations.

ITA Airways (*Italia Trasporto Aereo*) has risen from the ashes of *Alitalia*, which no longer exists but is still government owned. ITA has taken over Alitalia's fleet, routes, facilities and absorbed most of their employees. The only difference for us is that they now offer us Low ZED fares instead of Medium and a new paint job. *Notizie fantastiche!*



Air Seychelles, based in the Seychelles Islands, has restructured into a smaller, regional airline flying two A-320s and 5 Twin Otters inter-island and on flights to Africa and the Middle East offering Medium ZED fares.

Royal Jordanian is an existing interline partner, but now offers us Medium ZED Business Class as well as Low ZED Economy.

Virgin Australia, formerly *Virgin Blue* has restructured into a regional Australia-wide airline with a fleet of 75 Boeing 737-800s and two 737-700s and no longer flies long haul routes. VA now offers us Low ZED Economy and Business Class fares and recently established a code share agreement with United.



Virgin Atlantic, is an existing interline partner but now offers employees and retirees Low ZED Business Class fares in addition to Low ZED Economy fares.



FlyBe, a UK based regional airline that ceased operations during the pandemic has now risen from the dead and operates a fleet of 4 DeHavilland Q-400 turbo props to 16 destinations in the UK, Netherlands and France . The ZED level and other info isn't available on *Flyingtogether* as of this printing but should be by the time this hits your inbox.

The sad story of our **Thai Airways** (TG) interline agreement: During the pandemic Thai Airways struggled with great financial difficulty. They laid off half of their employees by one count, and they embargoed all interline travel.

Once things stabilized for Thai, they cancelled their interline agreements with all Star Alliance carriers and offered a new, very substandard agreement in its place. So far, according to United, all Star Alliance airlines have declined to accept Thai's proposed agreement, and United has said that when we're able to negotiate a worthwhile non-revenue interline agreement with Thai, they will be happy to reestablish an agreement. But unless and until that happens, we must look elsewhere for travel to and within that part of the world.



*Fly safe,
Pat*



Luncheons / Local Reports

Check the Luncheon Information page for your area

RNO - Reno's Biggest Little Group

Not a bad turnout for the beginning of summer. There seems to be too many other things to do. Looking wise around the table (looking down) I always had to ask the control tower if their pattern was looking up or down.

Jim



CW: Dom Merucci, Joe Rajacic, Cort DePeyster, Jim Whiteley, Ned Peterson, Bill Shepherd, Gary Dyer, George Hemminger, Gene Lamski.

IAH- Houston Tex-Mix



The Tex Mix group had a fun meeting on July 12th.

Discussion on retiree travel was shared by **Wally Zane**.

Great meals served by Another Broken Egg and great conversations.

DCA - Leesburg

Washington chapter of RUPA had a small meeting on Friday, July 1, 2022, at the IHOP restaurant in Leesburg Virginia. We were small in number, but large in friendship and interest in United and aviation.

Rory spent several minutes telling us how the flying had deteriorated in Washington over the last few years and how it would've been more his advantage to have remained on the 737 rather than upgrade to the 787....after the 777 flying closed there.

At any rate, we meet every first Friday of the month at the IHOP in Leesburg. everyone is welcome to come... I'm sure you will have a good time.

Sam Stokes Tomlin, sstst3@me.com ,7037271788

Sam Stokes Tomlin



CW: Charlie Schwab, Gil Coshland, Dave Anderson, Stokes Tomlin, Bill Davis, Hugh "Bugs" Forsythe and our "newest retired" member, Rory Kay.

DEN - Denver Good Ol' Pilots

Our June meeting was held as usual on the third Wednesday of the month at The Golden Corral Buffet and Grill in Aurora.

After lunch **Ted Wilkinson** provided some humor. There followed a general discussion of ailing members and various illnesses. **Bob Blessin** recounted an interesting anecdote concerning his wife **Ann** who was born in Scotland and brought to Canada as a small girl but never naturalized in Canada. **Ann** hadn't known about this but assumed she was a Canadian citizen. While **Bob** was in the Canadian Air Force he was assigned to duty in Europe. Due to **Ann** not being a Canadian citizen it took much paperwork etc. to get **Ann** passage on the ship to Europe with **Bob**. Finally at the last minute, at the ship, permission was granted.

Jim Jenkins attended our meeting for the first time in ten years. **Jim** enlisted in The Air Force after college. He completed flight training in 1966. His first flying assignment was on the C-123 in Vietnam. He completed a career in the Air Force flying many different aircraft before joining United in 1990.

Attending: **Rick Bebee, Alan Bielanski, Bob and Ann Blessin, Larry Hawkins, Steve Jacques, Tom Johnston, McGurk Mark, Steele Rick, Ted and Rose Wilkinson.**

KOA - Big Island Stargazers

We had a great June luncheon at The Fish Hopper restaurant and talk story went on well after dessert was finished. Several members recently returned from mainland travels and reported ongoing challenges presented by UAL's last-minute flight cancellations and poor customer service. Not surprisingly, the automated boarding system for non-revs received a thumbs-down rating.

However, difficulties within the travel industry haven't affected tourism in Hawaii and we remain the top domestic vacation destination. During the first four months of the year, the domestic visitor count was 13.8 percent higher than the same record-breaking months in 2019.

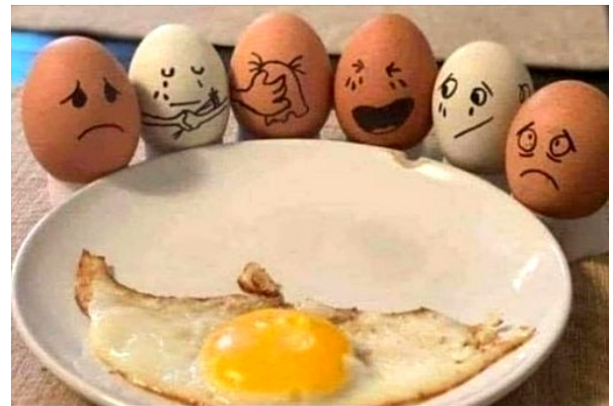
If you're in town, join us on the waterfront in historic Kailua Village on the third Thursday of the month.

A hui hou...

Linda Morley-Wells



L-R: Al & Linde Rimkus, Gerry Baldwin, Dennis Tatti, Bill & Linda Hayes, Linda Morley-Wells & Walt Wells. Richard & Gigi Morley were in attendance but missed out on the photo op.



He died last fry day. Thank God he wasn't beaten. Don't worry, he went over easy. He's now on the sunny side. He's definitely in a better plate.

Columbia River Geezers

We had a good turnout at our July lunch. Eight of our local regulars showed up, and a couple of guests going for our "longest distance traveled" award.

Wayne and Nani Walczak were "grandkid hopping" and were kind enough to fit our lunch into their schedule. They currently live in Leandro, TX, near Austin. **Wayne** retired 15 years ago off the 777 and did a couple stints in the training center. He is currently working for Flight Safety. He thinks he has convinced them he cannot continue working 70 hour weeks.

Nani retired recently after a LONG career as a United F/A. **Ron Blash** was kind enough to transport them to and from the airport. He even picked up their lunch tab (then accidentally dropped it under the table).

Rusty Harrison is mobile again after some knee cartilage damage control. He is selling his V35 Bonanza if anyone is interested in a beautifully refurbished piece of high-speed art.

It was a great couple of hours of comradery. Thanks to all who attended, especially Wayne and Nani. We meet every second Tuesday at 1100 at California Pizza Kitchen in Clackamas Town Center, Happy Valley OR.

Steve Barry



Wayne & Nani Walczak
arriving PDX.



CW: Bill Park, Tony Passannante, Ron Blash, Nani and
Wayne Walczak, Doug Howden, Steve Barry, John Cooper, Mike Smith, Rusty Harrison.

ORD - Greater Chicago Area Group

A gorgeous summer day in Illinois was an excellent chance for 34 RUPArians and guests to get together for lunch at Nick's Pizza and Pub in Crystal Lake. We had the good fortune to welcome five folks who were attending their first luncheon.

Monica and Lisa from Nick's were adept at handling the serving duties with their usual cheery smiles and efficiency.

We'll make a return to Nick's on Tuesday, November 8th, 2022, for our next luncheon. That coincides with Election Day and a show of hands requested by **Bob Helfferich** indicated that the majority saw no conflict and favored not changing our lunch date. **Dick Kane** suggested a ballot be attached to everyone's menu for the sake of convenience. Sounded like a good idea to me.

RUPA members and their guests, active and retired pilots are welcome and encouraged to attend our luncheons.

It is so written,

Walt



In the house this time around were LeRoy Bair, Ed Bristow, Greg and Dawn Clemens, Jim Downing, Carl Eberle, Walt & Jan Fink, Jan Gawenda, Buck Goodman, John Gotta, Dave Harris, Bob Helfferich, Denny Holman, Wendell Jelm, Scott Joseph, Ben Kalom, Dick Kane, Dick and Maribeth Kuhn, George and Jacque Mathes, Bob McCormick, Jack Mumaw, Howard and Marjorie Nelson, Tom and Susie Peterson, Dave and Linda Strohm, Jack Taylor, Jim and Mary Jeanne Trosky and Bob Truty.



Jan Fink, Jan Gawenda, Marjorie Nelson, Howard Nelson.



LeRoy Bair



CW: Tom Peterson, Susie Peterson, Jacquie Mathes, George Mathes, Maribeth Kuhn, Dick Kuhn, Dave Harris.



Walt & Jan Fink.



Bob Truty, Ed Bristow, Bob Helfferich, Carl Eberle, Jack Mumaw, John Gotta.



Mary Jeanne Trosky, Buck Goodman, Jim Trosky.



L-R: Ed Bristow, Bob Helfferich, Carl Eberle.



CW: Wendell Jelms, Dawn Clemens, Dave Strohm, Linda Strohm, Scott Joseph, Denny Holman, Bob McCormick, Ben Kalom, Greg Clemens, Jack Taylor.

Dick Kane



PAE - Pacific NW Flyers

PNW Flyers had a WX window of opportunity that was seized upon.

Subsequently, six planes successfully alighted on terra firms and were deemed reusable.

The plan was to fly/drive to the Hub restaurant at KTWI, mustering at 13:00.

Much to our chagrin, the owner of the Hub decided to close for the day.

Thanks to three of our locals, **Ron, Denny and Earl** with local knowledge and wheels, we diverted to the Tides Tavern in Gig Harbor on the water. We had a delightful lunch at an outstanding venue.



Beautiful Gig Harbor, WA

From the jaws of defeat we found victory thanks to those fine gents.

Great conversations ensued covering a plethora of topics.

Till next month.

Your humble scribe

Cort

Molly's beautiful Boeing PT-17, sans Jack Bard, who was delayed a bit.

L-R: Denny Beachler
Mike Todd
Tom Trees
Cort de Peyster
Molly Flanagan
Keith Littlefield
Steve Barry
Earl Poland
Ron Prynne



CW: Jack Bard
Ron Prynne
Cort de Peyster
Denny Beachler
Keith Littlefield (Alaska Spy)
Molly Flanagan Littlefield
Steve Barry (Columbia Geezer Grp)
Earl Poland
Mike Todd
. . . and not pictured,
Tom Trees who had to leave early.

SEA - Seattle Gooney Birds

Thursday, July 14th, evolved into one of the best two days of 2022. **Jackie** and her crew at the SeaTac Marriott were tops and served twelve pilots and three wives/partners in their usual attentive and efficient manner.

Hangar talk covered a wide spectrum from DC-6 days with cargo laden cockpits up to B 787 pandemic flying. **Rico Morales**, a recent retiree, talked of flying the -87 from SFO to various Asian destinations hauling no passengers but loaded with freight both ways. **Lew Meyer** got plenty of laughs recounting his tale of the parrot in the DC-6 cockpit that squawked his critique of both take-off and landing techniques. **Jerry Ackerson** delivered several clever one-liners and **Alan Black** described two relatively new medical procedures now available to senior citizens.

Sending best wishes to everyone and looking forward to August.

For the Flock,

Hank Kerr

Maureen Hurst
Kathy Black
Jan Henry



L-R Front: Jerry Ackerson, Lew Meyer, Alex Dunn, Eric Malm, Rob Robison.

Back: Rico Morales, Rich Hurst, George Brown, Doug Postlewait,
Alan Black, Jack Brown, Hank Kerr.

SMF - SAC Valley Goldwingers

I was having a great Monday until I realized it was Tuesday and the day of our luncheon. We had a very good luncheon although our turnout was considerably less than our normal turnouts. It might have something to do with the July 4th celebrations the day before.

We had much discussion about the United pilots ultimately receiving pay raises of 14% according to the new TA and our CEO being the second highest paid airline in the airline business.

With this being the travel season, there has been much consternation with flight delays and cancellations. Many of our Goldwingers have experienced such problems when traveling on a non-revenue basis. The airlines inform us their problems exist because of the shortage of pilots and flight attendants. I never could have guessed that. Yea right!

Good news for us retirees in that United added routes to Brisbane from SFO and Tenerife from EWR. As I have indicated many times before, we retirees must be very concerned about our accounts being hacked with data breaches and password leaks. We must protect our web browsing. Companies do track everything we do online. I am always amazed at any time I do any web browsing on line, I immediately receive company advertising on my Facebook account.

On another note, we had a nice presentation from **Mike Kozumplik** about a vacation/trip he and his wife took to South America. They were on an Avalon Tour for part of their trip. Stops included Lima, Cusco, the Sacred Valley, Machu Picchu, Iquitos, an Amazon River cruise, Galapagos Islands and Quito, Ecuador. If only I had Mike's money for vacations, I would burn mine!

Needless to say, we always enjoy our monthly get-togethers for that needed camaraderie. I am always thankful for our Goldwingers joining us. I feel that these luncheons always provide us with very special times together. The years do march on. And, I realized that I am getting older as I noticed the supermarkets are playing music I actually enjoy.

Still Flying High Here,

John Gorczyca



The view from the back of our restaurant, the Folsom Cliff House. The picture was taken looking down Lake Natoma with the new bridge in the background. This is a favorite spot for kayakers and boats.



L-R: John Gorczyca, Max the waiter, Bob Lynch, Kathy Lynch, Mike Kozumplik, Bruce Milan, And Fossgreen, Bill Authier, Trudy Engeldinger, Lance Engeldinger.

Laughter is the best Medicine; or Wine? It might be wine.

FLL - Ham Wilson S.E. Florida Gold Coast

We had an excellent turnout for our July summer meeting at Galuppi's at Pompano Beach. Our next luncheon is in August on August 11th.

Attending today were **Ham Oldham, Paul Livingway, Bill Garrett, Barry Massion (USAir//AA), Lyn Wordell, Bill Cavanaugh, Paul Guidry, Gene Anderson, Hubert (Son -PSA), Steve Hubert, Dobbie Dobison, Dan Dobison, Jim Morehead.**

We miss our Brother **Murray Warren** who recently died on 7/10/22.

Jim



SUA - SE Florida Treasure Coast Sunbirds



Good stories.....
Good memories.....
Good company....

CW:
George Bustillo
Gregg Sternbach
Joe Piazza
Duff Daily
Paul Whiteford
Jerry Holmes
Ted Osinski

JAX - Florida First Coasters

A small group of regulars gathered for some reminiscing, good cheer and good food on this fine day of July. All those pluses and yet there's more. Another meal and possibly two with no cooking. Life was surely good to us on this fine day. If you find yourself wandering around northwest Florida on the second Tuesday of any month, stop by and we will be happy to share. Here are some of the celebrities you might run into.

Jim Peterson



Pat and Jerry Bradley, Jim and Chrispy Peterson, Chris and Randy Cheshire.

FAA NPRM NOTICE OF PROPOSED RULEMAKING (NPRM)

Part 0, Section 000 (a) 1(c)

Section I - No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of a pilot or pilots may try, or attempt to try or make, or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by, the Administrator.

Section II - If a pilot, or group of associate pilots becomes aware of, or realizes, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

Section III - Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately rewrite the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

Section IV - The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.



SFO - North Bay Group

The SFO North Bay group met on the first Wednesday of July at Cafe Bellini in Petaluma. Our home away from home that treats us so nicely. A nice turnout with lots of lively table talk. Of note was the talk of a 14 per cent pay raise for the pilot group. Would a pension restoration be right around the corner with all this company largesse? Yeah, right....

We meet on the first Wednesday of the month at Cafe Bellini, 100 S. McDowel Blvd., Petaluma, CA. Gather at 11:30 with a sit down at 12:00 noon and out the door before two pm.

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

Sic Atur

Barney



L-R: Dick Lammerding, Jules Lepkowsky, Bob Billings.



CW: Ross Sagun, John Reed, Galen Wagner, Bill McGuire, Larry Whyman, Rick Saber, Dick Hanna, Dee Whyman, Barney Hagen, Mickie Orchard, Sam Orchard, Mike Gaylord (retired UAL mechanic).



SNA - Dana Point

Following a hot weekend, the weather turned nice with clear skies and a temperature of 74 degrees. **Mark Brophy** was a new addition to the 16 people who showed up. Although Mark lives in Virginia, he flies a G200 for Mach One, a Part 135 outfit based in nearby Chino Airport. He was in the area as part of his duty rotation.

For today, Central America was one focus of our flying discussions - hot brakes in Mexico City, the runway overrun cliff at Guatemala, layovers in Costa Rica and El Salvador. Non-flying subjects included; pilots falling off ladders - punctuated with personal examples and still healing bruises, attempted scams, and Korean romantic dramas on Netflix.

John and Cheryl Arp had a vacation adventure. What was supposed to be a Mississippi River cruise originating at Memphis and ending at New Orleans became a half cruise with an unplanned dropoff at Baton Rouge due to positive Covid test results. **John & Cheryl** wound up having to drive a rental car for 3 days to get back to California. But unfazed, they'll try a Mexican Cruise later this year.

Bill Stewart was present despite the loss of his wife Jean just a few days prior. He was accompanied by **Joe Udovch** and **Chuck Ryerson** from their retirement community. We hope the luncheon was a respite for Bill from the heavy tasks following the death of a loved one.

Rusty Aimer had to cancel that morning because he forgot that it was his wife **Debbie's** birthday. The consensus of the group was that Rusty will be in the doghouse for a while.

Our next meeting will be on August 9 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.

Rico Santamaria



L-R: Bruce Dunkle, Roger & Laurie Parsons, Chuck Ryerson, Joe Udovch, Bill Stewart, Carlos Bernhard, Mark Brophy, John Arp, Bob Fuhrmann, Bill Rollins.

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)



CW from left: Janice Fuhrmann
Rico & Merle Santamaria
Jan Heistermann
Cheryl Arp

OOG - Dana Point - Maui Annex

There's lots of talk this summer about all the delays and cancelled flights. The contract negotiations at Delta are not helping things. This has a little bit of the feel of "The Summer of Love" back in 2000 when we here at United were in negotiations with management. Oh boy, that was not a real fun time and could've taken such a different path.

I'm pleased to report that **Hiromi** and I traveled to LAX in late June for a few family events and we had an absolutely flawless travel experience both ways. I was really pleased with the service provided and the timeliness of the departures and arrivals. It also reminds me of how much technology has changed and added to the reliability of service. We get text messages, book and check in online, get notified of boarding times.

Our aircraft are all CAT 3 certified so that cuts down on diversions. The thought of weather divers takes me back to the late 70's when I was riding SA on a flight from HNL to LAX. It was a DC-8 and CAT 1 minimums were the norms. The second officer, who had a reputation of being quite a character, came on the PA about an hour before landing and informed us that the weather at LAX was below landing minimums and we would be diverting to SFO.

His final words of the announcement went something like this: "Well, sorry to break this news to you folks but might as well just sit back and relax...enjoy the rest of the flight because really what choice do you have"? Upon hearing this I immediately burst out in laughter because it was so true, but he was so blunt about it! I didn't see a lot of other people around me laughing but to this day, I still think it was hilarious.

This month's meeting had two surprise guests...my brothers. Airline delays and cancellations were the topics of discussion. We didn't solve the problem, but we gave it a good try!

Aloha,

Dave and Hiromi



There I Was . . .

(Please Limit submissions to 1000 words)

There I Was . . . In the Doghouse and Longing for a trip.

By Steen Munter

Reading Dan Petrovich's Vice President's letter in the July issue brought back a memory of an early experience as a new-hire at United.

I was released to line duty in mid-December, 1963, at ORD. Being the Christmas rush there was no time for me to bring the wife and son to the area to find a place to live, so they remained with her parents, where they had stayed for the 16 weeks I was in TK.

United graciously allowed me to "live" upstairs in the hangar at ORD. This was known as the doghouse, a name that glorified reality. The only phone was inbound only, and only from the crew desk. A cot for a bed...with the phone right at the head...and a room with a tv. Oh, and an employee cafeteria downstairs from 8am till 5:30pm. After a short time I found myself praying for the phone to ring just to escape the doghouse. I was there alone.

My first trip ever, went somewhere and back. It went well, my nerves settled, I got to sleep in a real bed somewhere and I had fellow crew members to talk to. It was great.

Then I was at the doghouse again.

Finally, the phone rang again the evening of 12/22. I was assigned a two dayer, leaving the morning of 12/23 and returning 12/24. We went ORD-MLI-CID-DSM- OMA-LNK layover. Another real bed.

On 12/24, Christmas Eve, we were to retrace, leg for leg, the previous day, arriving ORD mid afternoon. The other crew members were ecstatic at their good fortune, being on reserve, of having Christmas Eve and Christmas Day at home with family.

LNK-OMA was cold, smooth, normal. After take-off OMA before leaving tower frequency the tower advised it looked like maybe there was some smoke from #1 engine. All looked normal.

I did a walk-around at DSM and found nothing unusual. We left for CID and DSM tower advised us that #1 engine was putting out smoke.

Right after lift-off at CID, the flight attendant called to report a passenger was alarmed at smoke coming from "the motor way out on the left wing." When asked, she replied it was white in color. I pulled the #1 engine throttle back halfway and we went to MLI.

Before the final legI now understood they were going to be home for Christmas.... the captain told me to keep #1 turning fast enough to look right on takeoff. I understood. We did, tower still reported "heavy white smoke" from #1, upon receipt of which the captain ordered me to "feather 1". I did and called it in.

They, I am sure, had a great Christmas. I was in the doghouse. And the cafeteria was closed.

Steen Munter, ORD 1963-2000.

(No Model.)

S. WHEELER.
WRAPPING OR TOILET PAPER ROLL.

No. 459,516.

Patented Sept. 15, 1891.



There I Was . . . With a 'Cool as a Cucumber' Captain.

By Chuck Fulton

I've been retired from United for 20 years but I go back beyond that in the flying business. I'm an ex-Eastern pilot where I flew for 25 years and when they went down the tubes I was fortunate enough to be hired by United at the beginning of a big push after buying the last good piece of PanAm.

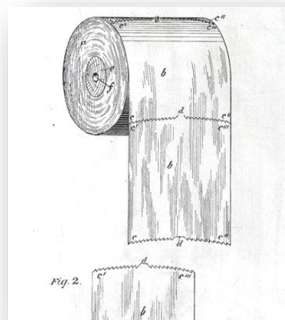
I began my United career as a second officer on the DC-8-71 and thought I'd died and gone to heaven as I winged my way to Hawaii on one of my first trips. Then good fortune struck again....The Exterminator! In only four months I was off the DC-8 and in school as a copilot on the B-737-300/500. They called it The Exterminator because nobody wanted to bid it during their probation and take a chance on not getting through a new glass school and getting fired. Needless to say I was delighted to take my flash cards to the crapper so I could have a window seat again and so soon.

I spent the next 4 years on the B-737 and it was during this time that I experienced a "There I was...." moment. As it turned out I often had more airline experience than most of the captains I flew with on the 737, but I have to say they respected that fact with good grace and politeness. Anyway, my story begins with a last minute call out by crew sked for an afternoon departure from ORD (the most convenient base for me living in Atlanta) and I got to Ops a little before an hour before departure but couldn't find the captain. After a few minutes I called the crew desk and asked him if they had heard from Captain S. for such and such a trip number? He said, "Yes and he said he was on the way but stuck in traffic but would make it by departure time. He also said I was to decide on the fuel load, sign the departure release, and preflight the airplane and he would meet me at the plane." I didn't know Captain S. and had never flown with him before but said "Sure, I'll do all that and we'll be ready when he gets here."

I finished the paperwork, went to the gate and informed the gate agent the captain was running late but we should make an on-time departure and to go ahead and board the passengers. I preflighted the airplane and set up the cockpit, checked all my switches and the captain's and entered our flight plan and called Clearance Delivery and got our clearance. I was ready! About that time the senior F/A came into the cockpit to introduce herself and said that Mr. Steven Wolf was in First Class and would like to speak to the captain when he has a minute. I explained that the captain was running late would be here any minute and we planned an on-time departure but I would pass along Mr. Wolf's request.

It was now about 2 minutes before departure time and I heard the sounds of a last minute person hurrying down the jetway; it was Captain S. He came into the cockpit, introduced himself to me, dropped his flight bag next to his seat, sat down, fastened his seat belt, and said "Before Start Check-list". I told him our boss and CEO of United Airlines; Steven Wolf was in First Class and wanted to speak to him when he had time. Cool as a cucumber he said, "When I get a minute I will." He didn't flip out, didn't get rushed, didn't get upset, but took the news like it was an everyday occurrence. We read the check-list, started the engines and taxied out to the active runway for another on-time departure and took off and all the while I was thinking, "This is one cool dude!" We were fast friends from that moment on and still are all these years later.

The patent for toilet paper should settle the over vs under debate.



But, does anyone know. . .

How long will toilet paper last if you freeze it?

There I Was . . . Sitting in the Right seat of a Tri-motor Minding my own business when . . .

By Bob Baird

I went to work immediately following the tumultuous period of the 1985 strike having been proud of the fact that my answer of “no, thank you!” to a phone call from the United new-hire office during the strike offering me a seat would essentially doom me given that United was my dream job since birth. The hostile voice on the other end of the phone confirmed my suspicion. Instead, curiously after the strike ended in mid-June coupled with the exchange of another several phone calls, I was offered an invitation to join a class in the fall of that year. I thus became a member of the greatest group of aviators I’ve ever known. I was damn proud because my integrity survived and my resume asserted my greatness, at least on paper. Hah! From such humble beginnings began the greatest 36-year adventure I could imagine. Including the following little side note...

Fast forward to a serene flight high over the Arizona desert in about 1990 while I was proudly perched in the right seat of “my” shiny white, red, orange and blue tulip Boeing 727. I was a confident, humble and competent first officer ready to prove thus to my captain. He was equally confident, humble and competent. Additionally, he was old, experienced, crusty, urbane, knarly, overweight and wise. In no particular order! Further, he was kind and soft spoken in a notable way. A fine leader of men.

As cruise-conversations go, ours was unremarkable up to a particular point. During a slight lull, while discussing little of import, he risked a query which came totally from left field and not in alignment with anything we’d been amiably chatting about. He pronounced my surname “Baird” once, perhaps twice carefully. While drawing out the consonants. No easy feat, as Baird is fairly easy to pronounce, but rather to answer a long-held inner question. As he over-pronounced “Baird”, he inquired if we had flown together before. My response was no, I don’t believe so! He again softly muttered my surname and then...

Yes! The Holy Grail perhaps! Excitement rushed forth! His eyes widened a bit and his voice intoned passion as he proceeded to cross-examine me; his soft, young newly minted trimotor assistant super-pilot. His enthusiasm was at this particular point both notable and somewhat unnerving to me. His statement was both forceful and prophetic. “I know I knew your name!” He proceeds: is there a chance that I had a father who flew planes? Me: yes. Ok, here goes. Was my dad by any chance an Air Force pilot? Me: yes. Was your dad a fighter pilot by any chance? Me: yes.

Wow, by this point, things are becoming a little Twilight Zone. He continues...Was your dad by any chance based at Canon AFB, New Mexico in about 1963? Me: yes! Furthermore, I was a little kid there! And to further foment discourse, I added that he belonged to the 523rd Tactical Fighter Squadron flying the mighty F-100 Super Sabre.

Words of Wisdom

The ability to speak several languages is an asset,
but the ability to keep your mouth shut in any language is priceless.

Be decisive. Right or wrong, make a decision.
The road is paved with flat squirrels who couldn’t make a decision.

“The starting pay is \$40,000. Later it can go up to \$80,000.”
Great. I’ll start later.”

Shazaaaam! His eyes exploded betraying sheer, joyous discovery. He immediately exclaimed “that sonovabitch”! In a noticeably curt tone. Uhh ohhh...

Needless to say, I was both speechless and mortified simultaneously. What’s that compound? Sporchified?? Who cares, as I was nearly now frightened. Remember, we’re in cruise in a Mach .82 lawn dart high over Arizona! Realize this friends: my captain outranks me, outweighs me and probably can launch a mean fist into my left eyeball. Yikes!

As he re-cues his calm speech pattern, he reassembles his thoughts. He begins by sharing that his career also began in the USAF. Flying F-100 Super Sabre fighter jets from Canon AFB in the early sixties. His squadron: 522nd. Sister to my dad’s 523rd... Hmm I think. Same base, same time. Ok.

At this point, I’m absolutely convinced that this guy knew that my old man was shagging his girlfriend or wife or both back then! I’m convinced, again similar to the prequel of my United entrance, that I’m doomed! Reference opening paragraph. Either way, I’m not getting many warm fuzzies at this point in our “reveal”.

This particular “clipper skipper” goes on to unfold the following backstory...

You see, he begins, back in those days flying at the “tip of the spear” in a top fighter squadron flying the mighty “Hun” was simply the cat’s ass! Nothing better anywhere, and nobody smarter to prove it. Except...

Guys like one captain (USAF) Dick Baird. My old man. He spotted an Air National Guard unit in New York. They flew the F-100. They also shared a crew base with a little company called American Airlines as the story unfolds. My captain summed it up best in his own words now nearly devoid of emotion and simply matter-of-fact.

“You know, when we squadron guys heard that your dad had resigned his regular commission for an air guard slot in order to go fly “airplanes with toilets in the back” we thought he was the dumbest sonofabitch ever!”

Turns out, he was the SMARTEST SONOFABITCH EVER! His exact words. He left Air Force active duty, kept his job flying fighters (Ed note: for the next 20 years including a year-long combat tour in Vietnam) AND got a job and seniority number with AA. Promptly made colonel with the former and captain with the latter.

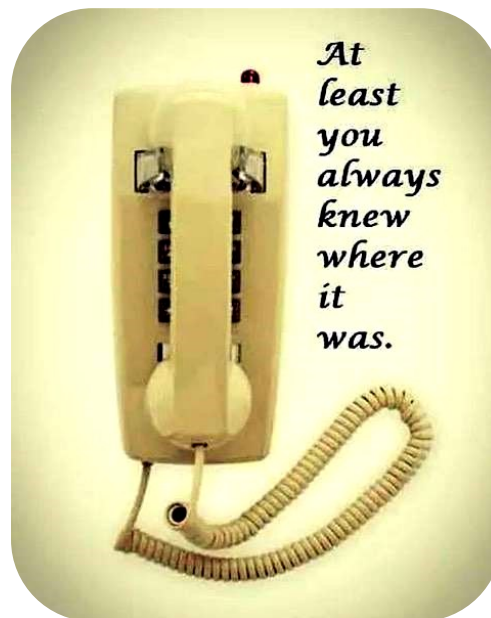
My captain on that particular trip ended this conversation noting that it took him another 8 years to gain an airline job. He sighed heavily as he shared this...

As we let down from cruise that afternoon, an easy calm swirled around our cockpit. Both of us realized the utter nuance and chance that eludes or envelops one’s own career. And both of us were smiling at the story that nobody could ever make up...

My personal take: lucky are all who can call the sky home...

Cheers! Bob

777 cap, EWR (ret)



Hospital-acquired pneumonia is killing patients. There's a simple way to stop it.

By Brett Kelman, Kaiser Health News



Brushing a patient's teeth is basic care that often gets skipped when hospitals are busy. Experts warn the danger of unbrushed teeth is greater than realized.

Four years ago, when Karen Giuliano went to a Boston hospital for hip replacement surgery, she was given a pale-pink bucket of toiletries issued to patients in many hospitals. Inside were tissues, bar soap, deodorant, toothpaste, and, without a doubt, the worst toothbrush she'd ever seen.

"I couldn't believe it. I got a toothbrush with no bristles," she said. "It must have not gone through the bristle machine. It was just a stick."

To most patients, a useless hospital toothbrush would be a mild inconvenience. But to Giuliano, a nursing professor at the University of Massachusetts Amherst, it was a reminder of a pervasive "blind spot" in U.S. hospitals: the stunning consequences of unbrushed teeth.

Hospital patients not getting their teeth brushed, or not brushing their teeth themselves, is believed to be a leading cause of hundreds of thousands of cases of pneumonia a year in patients who have not been put on a ventilator. Pneumonia is among the most common infections that occur in health care facilities, and a majority of cases are non-ventilator hospital-acquired pneumonia, or NVHAP, which kills up to 30% of those infected, Giuliano and other experts said.

But unlike many infections that strike within hospitals, the federal government doesn't require hospitals to report cases of NVHAP. As a result, few hospitals understand the origin of the illness, track its occurrence, or actively work to prevent it, the experts said.

Many cases of NVHAP could be avoided if hospital staffers more dutifully brushed the teeth of bedridden patients, according to a growing body of peer-reviewed research papers. Instead, many hospitals often skip teeth brushing to prioritize other tasks and provide only cheap, ineffective toothbrushes, often unaware of the consequences, said Dian Baker, a Sacramento State nursing professor who has spent more than a decade studying NVHAP.

"I'll tell you that today the vast majority of the tens of thousands of nurses in hospitals have no idea that pneumonia comes from germs in the mouth," Baker said.

Pneumonia occurs when germs trigger an infection in the lungs. Although NVHAP accounts for most of those cases, it historically has not received the same attention as pneumonia tied to ventilators, which is easier to identify and study because it occurs among a narrow subset of patients.

NVHAP, a risk for virtually all hospital patients, is often caused by bacteria from the mouth that gathers in the scummy biofilm on unbrushed teeth and is aspirated into the lungs. Patients face a higher risk if they lie flat or remain immobile for long periods, so NVHAP can also be prevented by elevating their heads and getting them out of bed more often.

According to the National Organization for NV-HAP Prevention, which was founded in 2020, this pneumonia infects about 1 in every 100 hospital patients and kills 15% to 30% of them. For those who survive, the illness often extends their hospital stay by up to 15 days and makes it much more likely they will be readmitted within a month or transferred to an intensive care unit.

John McCleary, 83, of Millinocket, Maine, contracted a likely case of NVHAP in 2008 after he fractured his ankle in a fall and spent 12 days in rehabilitation at a hospital, said his daughter, Kathy Day, a retired nurse and advocate with the Patient Safety Action Network.

McCleary recovered from the fracture but not from pneumonia. Two days after he returned home, the infection in his lungs caused him to be rushed back to the hospital, where he went into sepsis and spent weeks in treatment before moving to an isolation unit in a nursing home.

He died weeks later, emaciated, largely deaf, unable to eat, and often “too weak to get water through a straw,” his daughter said. After contracting pneumonia, he never walked again.

“It was an astounding assault on his body, from him being here visiting me the week before his fall, to his death just a few months later,” Day said. “And the whole thing was avoidable.”

While experts describe NVHAP as a largely ignored threat, that appears to be changing.

Last year, a group of researchers — including Giuliano and Baker, plus officials from the Centers for Disease Control and Prevention, the Veterans Health Administration, and the Joint Commission — published a “call-to-action” research paper hoping to launch “a national healthcare conversation about NVHAP prevention.”

The Joint Commission, a nonprofit organization whose accreditation can make or break hospitals, is considering broadening the infection control standards to include more ailments, including NVHAP, said Sylvia Garcia-Houchins, its director of infection prevention and control.

Separately, ECRI, a nonprofit focused on health care safety, this year pinpointed NVHAP as one of its top patient safety concerns.

James Davis, an ECRI infection expert, said the prevalence of NVHAP, while already alarming, is likely “underestimated” and probably worsened as hospitals swelled with patients during the coronavirus pandemic. “We only know what’s reported,” Davis said. “Could this be the tip of the iceberg? I would say, in my opinion, probably.”

To better measure the condition, some researchers call for a standardized surveillance definition of NVHAP, which could in time open the door for the federal government to mandate reporting of cases or incentivize prevention. With increasing urgency, researchers are pushing for hospitals not to wait for the federal government to act against NVHAP. Baker said she has spoken with hundreds of hospitals about how to prevent NVHAP, but thousands more have yet to take up the cause.

“We are not asking for some big, \$300,000 piece of equipment,” Baker said. “The two things that show the best evidence of preventing this harm are things that should be happening in standard care anyway — brushing teeth and getting patients mobilized.” That evidence comes from a smattering of studies that show those two strategies can lead to sharp reductions in infection rates.

In California, a study at 21 Kaiser Permanente hospitals used a reprioritization of oral care and getting patients out of bed to reduce rates of hospital-acquired pneumonia by around 70%. At Sutter Medical Center in Sacramento, better oral care reduced NVHAP cases by a yearly average of 35%.

At Orlando Regional Medical Center in Florida, a medical unit and a surgical unit where patients received enhanced oral care reduced NVHAP rates by 85% and 56%, respectively, when compared with similar units that received normal care. A similar study is underway at two hospitals in Illinois.

And the most compelling results come from a veterans’ hospital in Salem, Virginia, where a 2016 oral care pilot program reduced rates of NVHAP by 92% — saving an estimated 13 lives in just 19 months. The program, the HAPPEN Initiative, has been expanded across the Veterans Health Administration, and experts say it could serve as a model for all U.S. hospitals.

Michelle Lucatorto, a nursing official who leads HAPPEN, said the program trains nurses to most effectively brush patients’ teeth and educates patients and families on the link between oral care and preventing NVHAP. While teeth brushing may not seem to require training, Lucatorto made comparisons to how the coronavirus revealed many Americans were doing a lackluster job of another routine hygienic practice: washing their hands. “Sometimes we are searching for the most complicated intervention,” she said. “We are always looking for that new bypass surgery, or some new technical equipment. And sometimes I think we fail to look at the simple things we can do in our practice to save people’s lives.”

To Prevent Dementia, Go for an Eye Exam

By Paula Span/The New York Times



Dementia cases are climbing along with an aging world population, and yet another much-anticipated Alzheimer’s medication, crenezumab, has proved ineffective in clinical trials — the latest of many disappointments. Public health experts and researchers argue that it is past time to turn our attention to a different approach — focusing on eliminating a dozen or so already known risk factors, like untreated high blood pressure, hearing loss and smoking, rather than on an exorbitantly priced, whiz-bang new drug.

“It would be great if we had drugs that worked,” said Dr. Gill Livingston, a psychiatrist at University College London and chair of the Lancet Commission on Dementia Prevention, Intervention and Care. “But they’re not the only way forward.”

Emphasizing modifiable risks — things we know how to change — represents “a drastic change in concept,” said Dr. Julio Rojas, a neurologist at the University of California, San Francisco. By focusing on behaviors and interventions that are already widely available and for which there is strong evidence, “we are changing how we understand the way dementia develops,” he said.

The latest modifiable risk factor was identified in a study of vision impairment in the United States that was published recently in *JAMA Neurology*. Using data from the Health and Retirement Study, the researchers estimated that about 62 percent of current dementia cases could have been prevented across risk factors and that 1.8 percent — about 100,000 cases — could have been prevented through healthy vision.

Though that’s a fairly small percentage, it represents a comparatively easy fix, said Dr. Joshua Ehrlich, an ophthalmologist and population health researcher at the University of Michigan and the study’s lead author.

That’s because eye exams, eyeglass prescriptions and cataract surgery are relatively inexpensive and accessible interventions. “Globally, 80 to 90 percent of vision impairment and blindness is avoidable through early detection and treatment, or has yet to be addressed,” Dr. Ehrlich said.

The influential Lancet Commission began leading the modifiable risk factor movement in 2017. A panel of doctors, epidemiologists and public health experts reviewed and analyzed hundreds of high-quality studies to identify nine risk factors accounting for much of the world’s dementia: high blood pressure, lower education levels, impaired hearing, smoking, obesity, depression, physical inactivity, diabetes and low levels of social contact.

In 2020, the commission added three more: excessive alcohol consumption, traumatic brain injuries and air pollution. The commission calculated that 40 percent of dementia cases worldwide could theoretically be prevented or delayed if those factors were eliminated.

“A massive change could be made in the number of people with dementia,” said Dr. Livingston. “Even small percentages — because so many people have dementia and it’s so expensive — can make a huge difference to individuals and families, and to the economy.”

In fact, in wealthier countries, “it’s already happening as people get more education and smoke less,” she pointed out. Because the odds of dementia increase with age, as more people reach older ages, the number of dementia cases keeps rising. But the proportions are dropping in Europe and North America, where the incidence of dementia has fallen by 13 percent per decade over the past 25 years.

Dr. Ehrlich hopes the Lancet Commission will add vision impairment to its list of modifiable risks when it updates its report, and Dr. Livingston said it would indeed be on the commission’s agenda.

Why would hearing and vision loss contribute to cognitive decline? “A neural system maintains its function through stimulation from sensory organs,” explained Dr. Rojas, a co-author of an accompanying editorial in *JAMA Neurology*. Without that stimulation, “there will be a dying out of neurons, a rearrangement of the brain,” he said.

Hearing and vision loss could also affect cognition by limiting older adults’ participation in physical and social activity. “You can’t see the cards, so you stop playing with friends,” Dr. Ehrlich said, “or you stop reading.”

The link between dementia and hearing loss, the single most important factor the Lancet Commission cited as a modifiable risk, has been well established. There is less clinical data on the connection to impaired vision, but Dr. Ehrlich is a co-investigator of a study in southern India to see whether providing older adults with eyeglasses affects cognitive decline.

Of course, this approach to reducing dementia is “aspirational,” he acknowledged: “We’re not going to eliminate low education, obesity, all of these.”

Some efforts, like raising education levels and treating high blood pressure, should begin in youth or at midlife. Others require major policy changes; it’s hard for an individual to control air pollution, for example. Altering habits and making lifestyle changes — like stopping smoking, reducing drinking and exercising regularly — are not simple.

Even fairly routine medical practices, like measuring and monitoring high blood pressure and taking drugs to control it, can be difficult for low-income patients.

Moreover, older Americans will be likely to notice that routine vision and hearing care are two services that traditional Medicare does not cover.

It will pay for care related to diabetic retinopathy, glaucoma or age-related macular degeneration, and it covers cataract surgery. But for more common problems correctable with eyeglasses, “traditional Medicare is not going to help you out much,” said David Lipschutz, associate director of the nonprofit Center for Medicare Advocacy. Nor will it cover most hearing aids or exams, which are much higher expenses.

Medicare Advantage programs, provided through private insurers, usually do include some vision and hearing benefits, “but look at the scope of coverage,” Mr. Lipschutz cautioned. “They might apply \$200 or \$300 or \$500 towards hearing aids” — but at a typical \$3,000 to \$5,000 a pair, “they still might be far out of reach,” he said.

Expanding traditional Medicare to include hearing, vision and dental benefits was part of the Biden administration’s Build Back Better Act. But after the House passed it in November, Republicans and Senator Joe Manchin III, a Democrat, scuttled it in the Senate.

Still, despite the caveats and cautions, reducing modifiable risk factors for dementia could have enormous payoff, and the Centers for Disease Control and Prevention has incorporated that approach into its National Plan to Address Alzheimer’s Disease.

A focus on these factors could also help reassure older Americans and their families. Some important risks for dementia lie beyond our control — genetics and family history, and advancing age itself. Modifiable factors, however, are things we can act on.

“People have such fears of developing dementia, losing your memory, your personality, your independence,” Dr. Livingston said. “The idea that you can do a lot about it is powerful.”

Even delaying its onset can have a great effect. “If, instead of getting it at 80, you get it at 90, that’s a huge thing,” she said.

Eye and hearing exams, exercise, weight control, stopping smoking, blood pressure medications, diabetes care — “we’re not talking about expensive interventions or fancy surgery or seeing specialists who are hours away,” Dr. Ehrlich added. “These are things people can do in the communities where they live.”



RUPA DAY at SUN-n-FUN April 7, 2022

By Dot Prose

This year's 48th annual Sun-n-Fun Aerospace Expo was held 5-10 April 2022 at the Lakeland Linder International Airport, Florida. This year's event again drew record crowds of attendees and general aviation aircraft. It was another "Spring Break for Pilots"! What happened this year, however, was that the weather was pretty good (good enough for daily airshow activity, a little gusty) but our RUPA Day on Thursday 7 April was a complete washout from about 1230 on for the rest of the day due to a cold front.

Officially it was ceiling broken at 1200 feet, overcast at 2100 feet, gusty then a major thunderstorm/lightening, heavy rain just before our planned photo op. Actually, we were able to do one photo just minutes before the storm hit but the remainder of the photos were on an ad hoc basis as RUPA attendees stopped by the OX-5 Clubhouse over the next two days. The rain on Thursday kept attendance down on that one day. The parking lot was flooded with deep muddy ruts. Four wheel drive helped. The next day the parking was better and drying up. A total of 17 stopped by – both United retired and active who signed in. The air shows and fly-bys continued as normal for all the remaining days except for the one day of bad weather. It was another success, except for that one day. Here are a few highlights:

GENERAL: The Expo included vintage aircraft, homebuilts, aerobatic aircraft, rotorcraft, warbirds, light sport, seaplanes, STOL aircraft and military – something for everyone. There were about 500 vendors, hands-on workshops for building and maintenance skills, lectures, aviation school and military recruiters, Career Fair, plus the daily air shows from 1:30 – 5:00 pm which were preceded by a National Anthem performance. The Air Force Thunderbirds spectacularly performed for three days.



The number of volunteers and security personnel (mostly on Harleys) was amazing and did a very good job of ensuring no one walked into taxiing aircraft. The campgrounds were full and still very popular. Merchandise is

always popular with everything from T-shirts to avionics,



propellers and fly-in land development for sale. Tractor pulled trams were evident everywhere to reduce the huge walking distances between displays. Lakeland is now a regional hub and sorting center for Amazon Air which lands their B-767s in between air show performances. They now have about 98 aircraft. Packages have to get through!



OX-5 AVIATION PIONEERS CLUBHOUSE: Once again, thanks to the generosity of the OX-5 Club's Mid-West Florida Secretary, **Nicole Azarro**, we were able to enjoy the comfort of the Club's facilities, luncheons each day and camaraderie. The "Kitchen Kuties" work hard to home cook the daily luncheons (\$5 good deal) of hot dogs, sausages, pulled pork, lasagna.

The clubhouse serves as a very convenient base of operations for our attendees to meet, sign in and provide background for the group photo. Against this backdrop was the start-up at least 5 times/day of the displayed OX-5 engine in front of the clubhouse. This vintage 104 year old operating relic (comes to life about 30 seconds each time) was manufactured in 1918.



OX-5 Kitchen Kuties



For those not familiar with the Curtiss OX-5 engine, it was developed and manufactured by Glenn Curtiss in 1912 prior to the start of WW1 to power the JN4 "Jennies" of that era plus many other types of aircraft in the 1920s and 1930s. The OX-5 is an eight cylinder, V-type, water cooled engine, and developed 90 HP at 1400 RPM (if you were lucky). Web site is www.ox5.org. Membership is open to anyone interested in pioneer aviation.

The engine requires meticulous care, oil, water and fuel. The photo shows the oiling of its eight rocker arms.

WORKSHOPS: They provide hands-on experience for the younger and older generations. RUPA member **Deke Kramer** teaches classes in welding every year and when questioned can provide a wealth of information on United's welding crews.

Photo: **Dot Prose** gets instruction from **Deke Kramer**



HOT AIR BALLOONS: A mass hot air balloon Launch was scheduled for Saturday at 0630. After the early morning briefings in the hangar it was decided that the wind was too gusty so just a Balloon Glow was planned, but the winds were still too much for the Glow so a Tethered Launch was planned. This resulted in one visible large blue and red balloon tethered but too far away for a photo. They tried but the one last year was a success. A very weather dependent activity!



CLASSIC CARS: Near the entrance was a Classic Car exhibit. About 100 cars lined up with hoods up for viewing. This was a very popular display, reminiscent to a lot of the attendees, colorful, with owners eager to talk about their prized possessions.



RUPA TURNOUT: The RUPA turnout was 17 attendees this year (compared to 25 in 2019 and 24 in 2021). The weather for Thursday kept many more away. There were several new retirees who showed up and several still active. Apologies if we missed anyone.



L-R: Art Jackson, Dave Thompson, Bob Olsen, Al Bielanski and Dot Prose.



Troy Mashburn



Jeff Crittenden (son) and Gary Crittenden.



Lauren Lee (Active)



Bob Beavis





Don and Sally Brunjes.



Paul Rice

Missing from the photo but signed in: **LD Jeffries, Tim Cornett and Lori Killiany** (active).

Thanks to all who stopped by. We hope to do it again in 2023.

The dates for Sun-n-Fun next year are Mar 28 – April 2 (a little earlier than usual).

RUPA Day would be Thursday 30 Mar 2023.

Mark your long range calendars! Have a great summer!

Dot Prose.

RUPA PRESENTATION TO OX-5 CLUB

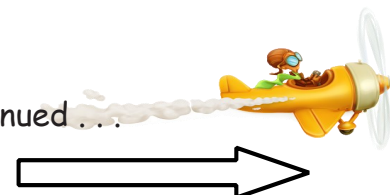
At the 2022 Sun-n-Fun Aero Expo, RUPA member **Mike Bogumill** presented to the OX-5 Club an “Airplane Engine Service” brochure of the Heckman Machine Works of Chicago for repairing costs of the Curtiss OX-5 engine. Mike found this 100 year old brochure in pristine condition inside a book entitled “The Society of Automotive Engineers 1918 Transactions Part II”. This book belonged to his wife’s grandfather, George Wedekind, Sr., who learned to fly in WW1 and afterwards was a neighbor of the Wright Brothers in southwest Ohio. He flew a Jenny aircraft with an OX-5 engine and was an early member of the OX-5 club.



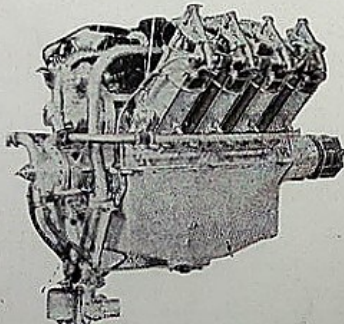
Back in 1918 there were no aeronautical engineers. Instead automotive engineers worked on airplanes and tractors besides automobiles. The brochure states upfront in its marketing ad that “Efficiency of your airplane depends largely upon the proper functioning of the engine. The engine that does not “rev up” necessitates frequent attention, resulting in delays and reducing your earning power.” It proceeds on with their flat rate pricing guide, e.g., new main bearings at \$0.80, straighten crankshaft at \$4.00 each, pistons at \$3.50 each plus other good deals.

This brochure was donated to the Mid-West Florida Wing of the OX-5 Club by Mike in memory of George Wedekind, Sr. Accepting the brochure was **Nicole Azzaro** of the OX-5 Club in front of the club’s 104 year old OX-5 engine. The brochure will be framed and displayed in a trophy room in the OX-5 clubhouse at the Lakeland Linder airport and is a much welcome historic addition donated by the family of a very early pioneer of aviation, George Wedekind, Sr.

Continued ...



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HECKMAN MACHINE WORKS
4026 W. Lake Street Chicago
Telephone Kedzie 2797-8

OX-5 "Airplane Engine Service" brochure of the Heckman Machine Works of Chicago for repairing costs of the Curtiss OX-5 engine.

Presented to the OX-5
Club presented by
RUPA member
Mike Bogumill.

EFFICIENCY of your airplane depends largely upon the proper functioning of the engine.

The engine that does not "rev up" necessitates your frequent attention, resulting in delays and reducing your earning power.

During the process of your engine reconditioning, you will encounter many necessary machine shop operations.

Our skilled machinists specializing on Engine machine work together with our complete unit of machinery and tools, assure you of the service and accuracy essential in obtaining a 100% efficient engine.

The following list contains Flat Rate Prices on all Machine operations on the Curtiss OX5 Engine.

CYLINDER SERVICE

Regrind Cylinders, Furnish and Fit New Pistons, Wrist Pins, and Piston Rings, Including Connecting Rods Aligned Per Cyl.	15.00
Furnish New Oversize Wrist Pins, Fit Wrist Pins to Pistons and Rods and Align Connecting Rods, each	2.25
New Graphite Guides, Installed and Seats Reseated, each	2.50
New Removable Seats Inserted and Reseated, each	1.50
Reseat and Narrow Seats, each50
Reface Valves, each20
Grind in Valves and Assemble with Springs, each50

BEARING SERVICE

Straighten Crankshaft, each	\$ 4.00
Regrind Mains on Crankshaft	9.00
Regrind Throws on Crankshaft	9.50
Regrind Mains and Throws on Crankshaft	14.25
New Thrust Ball Bearing	6.00
New Main Bearings, Per Pr.	1.20
Furnish and Install New Main Bearings, Line Ream, Fit up and Set in Crankshaft Complete	40.00
Connecting Rod Bearings, per pr.80
Furnish and Install New Connecting Rod Bearing, and Ream to Size, each	2.50

VALVE ACTION FITTING

Oversize Chrome Nickel Oil Channel Type Pins Installed and Assembled with New Lock Screws. Complete each Valve Action	4.50
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Same prices will apply on OXX6 Engines where parts are identical and exactly interchangeable with the OX5.

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Outside your window you will find many interesting views to hold your interest. On N.A.T. routes you are near one of the Great Lakes at some stage of your trip and many beautiful panoramas invite your attention.

The planes fly at an average height of 1,200 feet, from which altitude you find the earth a checkerboard of interest. The world becomes a new place to you and the activities of your earthbound fellow mortals will be an ever present source of interest. Flying at this height gives a pleasant sensation of detachment from the things of earth and you may well imagine yourself in a little world of your own, composed of yourself and your traveling companions, set aside for a time to dwell in the wonderment of this new means of travel.

As you near the airport of your destination, and the plane glides to a smooth landing, you will say to yourself, "I have had a wonderful experience. This surely is the way to travel." While you are saying that, realize that every day over the nation's air lines thousands of persons like yourself are saying that very thing.

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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



Letters

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

Nick Hinch – Parker, CO

Wow, time for another update. This year has flown by (no pun intended) now that we are back to normal or semi normal depending upon your point of view and circumstances. I am still working at the United Flight Training Center as a Fleet Technical Instructor on the Airbus fleet. I have been back for floggings part two now for four years, and generally it has been a good gig. Now that the Covid craziness is over, the center is busier than ever with new hire classes starting about every week with an average class size being anywhere from 50 to 70 students. Since the aircraft orders are huge, the hiring trend and size will continue as Kirby wants to go to a 1,000-plane airline size. Last time I heard that kind of projection, it did not turn out too well for the Germans, as you may recall. We shall see.

At our June Fleet Standdown meeting I was presented the FAA Wright Brothers Master Pilot Award. The award recognizes individuals who have exhibited professionalism, skill, and aviation expertise without an accident, incident, or violation for at least 50 years as an active pilot. The presentation was made by our Airbus FAA Aircrew Program Manager from the Denver Flight Standards District office, whom I have known for over 20 years, ever since we first shared a cubicle as Standards and Checking Captains at TK. It was a memorable day for me, as my wife was able to attend the ceremony as well.



Late last summer my wife finally had her spine straightened in a seven-hour operation to correct her severe degenerative scoliosis. The doctor told her the recovery will take a year, and, yes, it will be all of that. Just recently she went back in for a hip revision, because when her spine was straightened, it put her hips out of level for the second time. This was a truly short operation of only 15 minutes, and when she stood up later in the day, she exclaimed she was finally level again. This, of course, will take a few weeks to heal as well, so all should be OK in August. All this after 15 years of pain and seven operations on knees, hips and finally the back. We are so ready to be done with this whole operation program.

In May we took our first flight trip in three years, both to go somewhere and to assess my wife's ability to travel on a plane now that her back has been fixed. We flew into Fort Lauderdale from Denver, and, of course, had the usual problems with United. We have come to expect this, so SSDD. We stayed down in the Coconut Grove area, which is a nice, quiet location. Had five great days and were there when a freak May snowstorm dropped eight inches on Denver. We politely sent everyone back there a picture of us at the pool, sipping adult beverages. I know that was cruel, but what the heck. It was a great, relaxing time, and we completed the travel before the summer freak show set in.

I still try to attend the local RUPA luncheons when my schedule permits and stay connected with as many retired UALers as I can. I talk regularly with Bob Haygooni, too, as he continues to fly on into sunset. Always nice to find out where he has been and where he is going to next.

Dues are on their way with a little extra to keep the wheels turning. Thanks for all you do George. The magazine is great.

Cheers,

Nick



Ralph Ridge – Castle Rock, CO

I missed sending a letter last year, so this should update me for two years.

Sharon and I purchased a pickup truck and bed mounted camper last year. We and are now part of the Florida "snow birds" group. The bed mounted camper allows us to pull a trailer behind, so along comes our Z06 Corvette, giving us a nice "driver" while we're in Florida.

We spent most of February thru April there the last two years, and plan on making this an annual trek. Our son (a UAL mechanic) lives near Tampa, giving us a base of operations. In fact, we have decided to leave the Corvette and camper at his house and fly back and forth when we want to go down there. That opened up the opportunity to order a new (C8) Corvette to keep in Colorado. We drive our Vettes quite a bit, traveling to NCRS national conventions, among many other road trips, Palm Springs, CA last year and Mobile, AL this year were our longest trips.

Speaking of Corvettes, I'm still keeping busy repairing and restoring them for customers. I am, however, starting to spend less time in the shop, and more time checking off items on my bucket list. Turning eighty this month might have a lot to do with that decision.

Last month, at a gathering at Centennial Airport, I received the Wright Brothers Master pilot award. This event was the catalyst for most of our family to come visit us. This award is available to most pilots who flew for 50 years and is presented by the FAA. Google the Wright Brothers Master Pilot Award and check it out.

If you request it, the FAA will send a representative to present the award to you, which I did. It was a great opportunity for friends (most of whom I flew with) to share "war" stories and take a walk down memory lane.. For me, it gave closure to my aviation career.



It was great to have both of our grandsons here for this event. Our oldest grandson son is now a UAL mechanic, based in Maui. Our younger grandson is a fully certified air traffic controller in the Air Force. He also just received his Private Pilot's license and has his sights on a pilot's position with the airlines after his Air Force requirement is up. Both have demonstrated that there are great career path opportunities available that don't require a college degree.

One of the things Sharon and I are planning (hopefully) for next year is a trip to NZ with our daughter and son-in-law. As with a lot of things we do now, the thought of "this may be our last opportunity" to do this enters into our mind. However, that thought just makes a plan become more bitter sweet, and reminds you to enjoy it to the fullest. As long as the body continues to cooperate, we'll continue to enjoy life's opportunities.

As we say in the Corvette hobby, "Save the Wave"

Ralph

King Purton – Brandon, FL

I am truly blessed. Madelon and I celebrated our 69th Wedding Anniversary on July 13th. Add in five years we dated and that makes 75 years that we have been together. We had four sons. An airline pilot, a mechanical engineer, an automobile dealer general manager, and an owner of a RV insurance agency.

On July 20th of this year, I have been retired longer than I was employed by United. Thirty three years, four months, seven days. I flew ten different aircraft and was type rated in seven of them.

In my spare time, I put in twenty years in the USAF, reserves, or the ANG of which I was lucky enough to fly fighters for fourteen years. F-80s, F-84s, and F-86s. The taxpayer bought them, maintained them, fueled them, and then paid me to fly them. What a deal!!!

On my 60th birthday, I got my expected pension. What is a pure gift was my medical coverage, TriCare For Life. As the years go by, the medical coverage becomes more important than the pension. *King*



Ross “Rusty” Aimer – San Clemente, CA

After my 78th orbit around the Sun, I managed to fog the mirror one more time and get that 1st. Class Medical. Pays to find an AME who is older and more forgetful as you are.

And after some 62 years of taking check rides, I know how to fool them into thinking I can fly!

Although, when I parked that 67 at LAX 18 years ago, I never thought I would fly an aircraft agin.

A couple of years later, when Tilton stole our pension, Boeing offered me and a few other United refugees a job that made up some of that loss. 787 was 5 years late and I was offered a whopping \$54/Mo retirement check from Boeing.

In 2010, JetSuite, a startup 135 operator offered to train this 65 year old on a Phenom Jet. Unfortunately, that gig eventually turned into a job. A job that required 12 to 14 hour duty days and 6-8 legs in a very unfriendly skies. Dumb luck came to my rescue once again, and a new owner hired me to fly his newly acquired Phenom. Despite my strong belief, that the “Single Pilot” operation of a modern jet is only a dangerous sales pitch, I foolishly accepted the offer. The Gods of Dummies protected me for a couple of years, until I managed to convince the owner, I needed help.

The help came from a great friend and a true Gentleman Aviator. Brian Kenney, LAX 777, LCA who had worked for another 135 operator after retirement and had also found the job exhausting, came to the rescue. Ignoring Brian’s only flaw, being a Marine A-4/T-28 driver, we enjoy the “Flying Club” atmosphere and the extreme pressures of a 20 minute leg between PSP and SNA, or CRQ, once every couple weeks! We try to run our LBF cockpit as close as we can to the old United ways and SOP.



But being typical airline pilots, we are so exhausted by the pressures of this tough job, we are also seeking unionization and refuse to “fly every F’ing Tuesday!”

On a recent check ride performed in the aircraft, it was slightly bumpy in the desert, and I was a little “rusty” if you pardon the punt? The DPE, observing my struggle to stay within the FAA ATP parameters of a steep turn, offered to ask ATC for a block altitude of 10-20K! We had a good laugh and finished the rest of the check, although I thought it was as ugly as the service on Spirit Airlines.

The ride reminded me of the days I could fly, as we all did, in our younger days.

In the Spring of 1976, I was that young F/O, doing my type rating ride in a brand spanking new 747-SP, fresh out of the factory. In a bumpy, snowy day in Moses Lake, WA. Coming from the good old 707 without power steering, I was having lots of fun and showing off to the Check Airman and the FAA POI. When I finished my steep turns, stalls and the two engine go-around, the DPE gave me the greatest complement one can give to another pilot. “Rusty, can you show us again, this time without the auto pilot?”

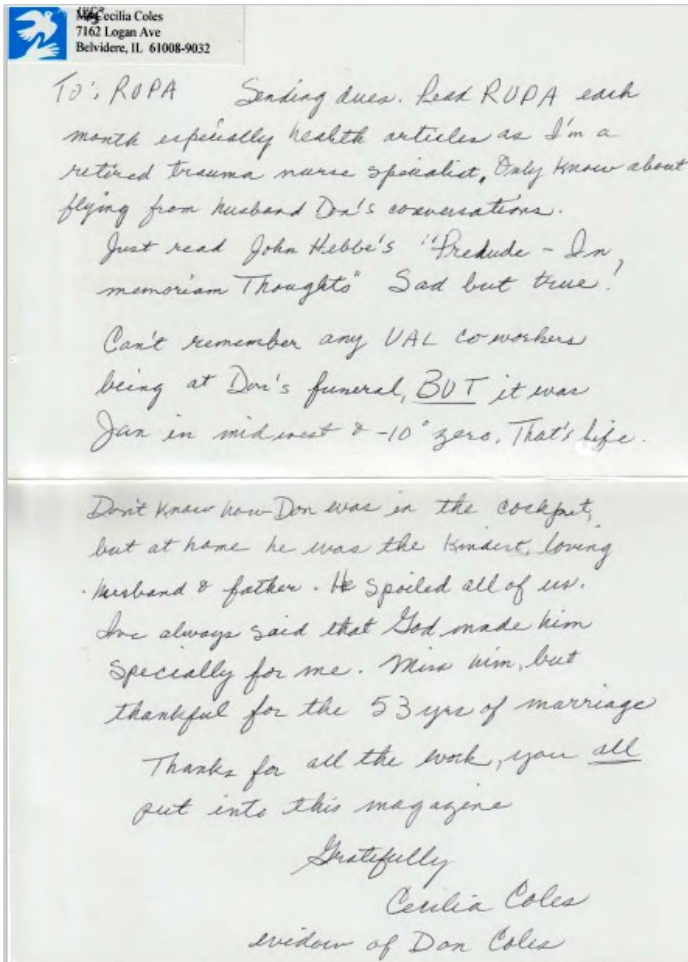
Nowadays, I compensate for the lack of hearing with my terrible eye sight and short term memory loss.

Did I tell you guys I’m having trouble remembering stuff? :-)

Rusty, Rusty787@me.com



Cecilia Coles – Belvidere, IL



John Rensch – Treasure Island, FL

At age 82, here are some recollections from my 35 years flying for United Airlines. At a pilot cocktail party (yes, back in the day we had those) I mentioned to President Eddie Carlson that pilot management wasn't being used properly. Back then you couldn't be in management unless you were a captain. It took 20 years or more to become a captain. Within three weeks of that conversation the TSA position was created and I was offered to be a candidate. I said no thank you. I enjoyed playing tennis.



Speaking of tennis, for many years prior to 2000, we had an ALPA tennis tournament with sometimes up to 100 players. Prior to deregulation, many airlines would give us wonderful prizes to give out as door prizes at our tournaments. I ran the tennis tournament with Young Cage several times. I would do the draw sheets so that everyone kept playing even when they lost a match they just played another team that lost their match. We had a United employee tennis tournament a few times but it never really took off with a large participation.

Back when I was a first officer on the 727, smoking in the cockpit was common and it was up to the captain. After a month of flying with two heavy smokers I wrote a letter to the senior vice president of medical complaining. Back then we had a medical department. So, about two months later Chicago flight manager Jerry Stiles displaced my captain and told me to go ahead and fly our trip to Chicago. This was unusual, they usually wanted to fly. Then when we got to the gate and had set the brakes, Jerry said let's meet up at my office for a debriefing. This was really unusual. I remember saying to the Second officer, "I hope it's you and not me". Well, Jerry pulled out my letter and told me I had accused a senior vice president of dereliction of duty. He showed me and those were my exact words.

I started back tracking and telling him how much I really love my job. We ended up agreeing. A letter would be sent to all pilots saying that the captain should be considerate of other crew members when allowing smoking in the cockpit. I got my captain's bid a few months later so that took care of that.

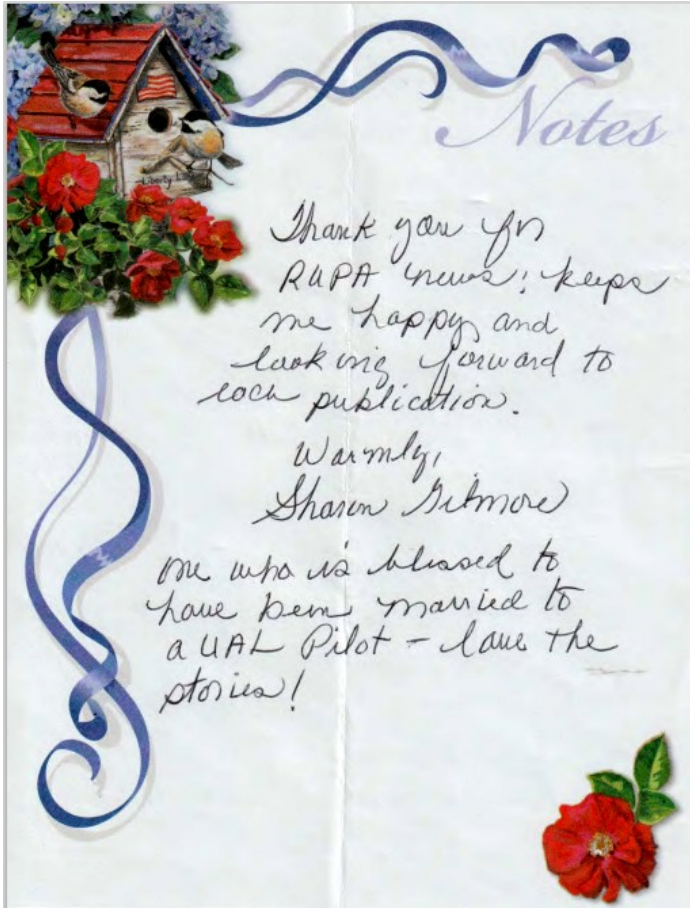
Old friends are there, give me a call if you feel like it.

John Rensch

iPhone. 412-741-7664
451 Haven Point Drive
FI, Treasure Island.
jjohnensch@aol.com



Sharon Gilmore – Lakeway, TX



Alan Cockrell – Huntsville, AL

I'm one of the (apparently many) birthday letter slackers who make George's job harder, so, at his urging, I'll check in on the freq with a position report.

*Thank you Alan for making my job easier.
Editor GeorgeE*

It's been a mere eight years "since I last set the brakes" (an oft used phrase by our group but one that not many people in this world are favored to use). I love the quiet country life here in the rolling hills of north Alabama, but Huntsville is expanding like wildfire and I can almost see it coming from my front porch. The commuting nightmares have finally started to abate. (You non-commuters must have a dull dreamlife.) I stay busier, it seems, than when I was a contrail-painting Mach ranger.

People ask me what I miss about it. I tell them, truthfully, it's the people I miss—most of them. You guys all know that, and that is the main thing that bonds us as a group. Most of the time I don't feel so bonded, though. I'm 800 miles from the nearest RUPA breakfast club. I recognize hardly any faces and names in the newsletter. Outside of that most of my news comes from the renowned Denny Keast on his yearly snowbird stopover. That guy is still a hoot.

I keep up with some of my incumbent friends who live around here and occasionally favor me with visits. They tell me the fun is gone out of it; that management is back to its pre-Oscar ways; that the new tribe of button-pushers coming into the cockpits ain't the same; They want to set those final brakes as soon as they can.

I don't miss it much. I find myself ruminating more on my days flying Sam's hardware and the guys I served with there. I did a lot of sport flying after retirement, some instructing, and a tad of corporate gear-swinging, but all that is losing its luster. I had a mid-air a few years ago practicing for airshow formation work. The other guy didn't make it.

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His airplane broke up; the one I was flying didn't. The question comes back to me often: why am I still here? Luck or the Lord covering my Six? I believe it's the latter but sometimes I think I'm pushing the limits of His tolerance for me.

The USAF issued me wings and a wife the same week in 1973, and I still have them both. Ellie admits, now, that she's finally gotten used to me. I put my wings in a shadow box. Not her. She keeps a close watch on me, as I am trouble prone. I tripped on a dock line at the marina last summer, hit the deck hard and almost went over the side. No lasting damage came out of that. Then I got distracted by a fellow that was asking questions about my RV-6 and I fell backwards off the wing. My brother was there to cushion the fall. But it happened again in the hangar last winter and I messed up my kneecap. I'm realizing that falls are becoming my biggest health threat.

I remember those many trips in the high flight levels on clear days, looking down at a lake, a mountain, a lonesome highway. I bored countless F/Os with how I planned to explore them on the ground someday with truck, travel trailer, wife and dog. Now we're doing it. A lot of it. We like the backroads and the small towns. Sometimes we cross paths with other retired pilots in the campgrounds. Traveling like that is a huge expression of freedom, but lately it's gotten too popular. Astute advanced planning is a must.

We don't fly SA much. We've had one trip together since retiring and had to use ID90s on Delta mainline because UA's regional spam cans were packed out. More recently, I made a solo SA trip to a USAF pilot training reunion and the experience was as bad as anything I had ever had during my working-commuting days. I'm planning a trip next January that will involve a flight to Buenos Aires, another to Ushuaia and a cruise on a no-frills ship to Antarctica that looks somewhat like a destroyer. Going with a few old pals. I bought reserved tickets for that, but had to select American. Even UAL's 20% off couldn't reasonably match it. Given AA's current dismal state of affairs, wish me luck.

Otherwise we stay busy with grandkids, keeping up the captain's residence and being engaged with our Presbyterian church. My airport friends are dwindling, and being replaced by an excellent cadre of retired gents in the church.

One of my long-time interests is writing. I started it in the 90s with a published memoir of my time in the Persian Gulf War. Another non-fiction followed that, along with a lot of magazine pieces. In May I had my first novel published. Take a look at my author's website and see if there is something there for you. I would appreciate that. alancockrell.net

Blue skies and tailwinds,

Alan



Ho Chi Minh's worst nightmare



FAA's worst nightmare

In Memoriam

RUPA members who have Flown West

Correction. I regret that an incorrect photo of Capt. Patterson was posted last month. This is the correct photo. My apologies. *Editor George E*

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



Tony Horne



Anthony Derek Horne passed away at his home on June 25, 2022 aged 83.

Tony was born in Wales August 13, 1938. When Tony was two years old the family moved to London, England as his father was in the Army during WW2.

As a school boy, Tony knew he wanted to fly. He joined the school's Flight Cadet program and at age 15 had a Glider License. At 18 he emigrated to Canada to join the Royal Canadian Airforce and was sent to Moosejaw, Saskatchewan for basic training where he met his best friend Ray French, who also was hired by UAL.

May 18, 1964 was Tony's first day of training in Denver which led to a career of flying the DC 6, 7, 8, 10 plus Boeing 727, 737 and retiring on 747-400 July 1998. He frequently had the trip from Los Angeles to Sydney, Australia. Incidentally, Tony left England with his friend Don Wynne - friend since 11 years old - who was a pilot for Qantas flying a 747 from Sydney to Los Angeles. How many school friends could tell that story!

In addition to Tony's love of flying he also was a good athlete. While living in Canada he belonged to a Judo Team and worked as a Life Guard on the beaches of Vancouver during the summer and skied all winter. After moving to Seattle he took up Handball which kept him fit till 80 years old, and flew the RV4 he built.

Tony is survived by his wife Jean for 60 years, Son Rick Horne and daughters Alison Horne, Jill Wolff and Lisa Casady, seven grandchildren and the 8th Great Grandchild due in September. He was preceded in death by his parents Thomas and Barbara Horne, his brother John Horne and sister Anne Horne.



Murray Warren

Murray Warren of Lake Worth, Florida, born in Brooklyn, NY on July 10, 1930, died at his home on July 10, 2022, at the age of 92.

Born in Brooklyn, and raised in greater NY, he entered the Navy in 1948, earning an Honorable Discharge after serving four years in the Korean War. After returning from service, he apprenticed with his father in the printing business, but quickly changed course to pursue a passion for flying.

He began his career in 1956 with Capital Airlines, ultimately becoming a captain for United Airlines, and retiring with United after 34 years. Murray was active in the Airline Pilots Association, serving as a Chairman of the Local Executive Council. He also helped to support a bill through congress to recognize the Flying Aces of World War I.

Never one to sit still, he learned the art of photography and began a second career in Commercial photography, winning numerous awards, and accolades for his work.

After retiring from United, he moved to Florida with his wife where he enjoyed playing golf, flying their single engine plane, teaching at a flight school, wood-working and travel.

Murray was a voracious reader of history, and will be remembered for his sharp intellect, sense of humor, appreciation of beauty, generosity and love of his family and English bulldogs.

He is survived by his wife of 62 years, Ellen (Lake Worth, FL), his children Lisa Warren Hughes and Piers Hughes (Medford, MA), Jack and Ricia Warren (Chester, NY), Susan Warren and Shelley Pogue (Isla Mujeres, MX), Jennifer Warren (Lake Worth, FL), Grandchildren Max and Eric Warren, Dana Miller, Anthony Zicchino, Derek Holtan and Harper Hughes. His is also survived by his Sister Phyllis Cohen (Lake Worth, FL), her children Larry and Marlene Raphael (Oakton, VA), and Deborah and Joe Marzouk (Boynton Beach, FL) and bulldog Bruno.

He will be interred at the South Florida National Cemetery. In lieu of flowers, donations may be made to St. Jude's Hospital for Children or the Wounded Warriors Project.

Frank L Davis



Frank L. Davis, of Watkins Glen, left his physical body on June 13, 2022, passing away after a long illness. He was 74 years old.

The family will receive friends and relatives at Royce-Chedzoy Funeral Home, 212

E. 4th St., Watkins Glen on Saturday, July 23, from 1pm-3pm; followed by a memorial service at the funeral home at 3pm. A reception and military honors will follow at the Burdett Fire Department at 4:15pm.

A native son of Dundee, New York, Frank was born on July 21, 1947 to Minnie Marie Davis (d.1991) and was the brother of Paul Davis (d.2003). Frank spent his youth with his friends in Dundee on Edwina St, playing with his menagerie of pets (there wasn't an animal he didn't love or adopt), climbing trees (and falling out of them), working on area farms and mastering a variety of sports – basketball, football, hockey and baseball. Frank attended Dundee Central School from Kindergarten through his senior year in high school, receiving an Academic Regents Scholarship. He moved on to attend State University of New York at Oswego, achieving a BS in Education.

Upon graduation from college, Frank was selected for Air Force Officer Training in 1969 fulfilling a lifelong dream of becoming a pilot. He flew OV-10s in during the Vietnam war, and spent most of his career at Travis Air Force Base, where he raised his family in Vacaville, CA. He ended his 22-year military career on the C-5 Galaxy after the first Gulf War in 1991, achieving the rank of Lieutenant Colonel.



Frank was also a pilot for United Airlines and retired as a Captain on the 747-400 in 2007 after a 29-year career.

Frank was never content with just riding out his retirement years. He and his wife, Donna, moved to Watkins Glen, and opened "Sunset on Seneca Bed and Breakfast" on the shore of Seneca Lake, that garnered a loyal following with their guests. Frank was also a dedicated volunteer with the New York Guard and the American Red Cross. He deployed to numerous disasters across the country, always ready and willing to help where needed.

Frank was larger-than-life, never without a smile, even towards the end. His laugh was just as infectious as his sense of humor, and he had the most impressive cache of 'Dad jokes.' He possessed a desire to help others and was always available to lend a hand to those in need. This world has lost one of its best.

Frank is survived by his wife of 29 years, Donna Davis, Burdett, NY; his former wife of 16 years, Julie Davis, Vacaville, CA; his children Brenée Ulman (spouse Trevor) San Diego, CA; Erika Driver, Soda Springs, CA; and Michael Melendez (spouse Rebecca), Roseville, CA; his grandchildren, Ella Driver, Lillian Ulman and Landon Ulman; his cousin Raymond Gary (Ernie) Granston (Jan), and his niece Tammie Flynn (Tom).

We love you Frank, Papa, Grandpa. Although you will not be physically with us, you will always be by our side. May your family continue to make you proud in everything we do. You will be missed more than anything, each and every day, and your memory will forever be a blessing to us all.

Memorial Donations in his memory may be made to Schuyler County Ambulance; Burdett Fire Department; Care First Hospice, or Southern Tier Chapter of the American Red Cross.



Flown West

Remembering United Pilots who have Flown West

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

**denotes RUPA non-member*

Frank L Davis	Jun 13, 2022
Jeff W Greco	Jul 16, 2022
Anthony “Tony” Horne	Jun 25, 2022
Dave C Patterson	Jun 2, 2022
Murray Warren	Jun 10, 2022



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941



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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

SMF: SAC Valley Goldwings (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

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

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

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

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

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

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 Crazies (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 - Aug 2012

rupanews
Journal of the Retired United Pilots Association

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20 years ago - Aug 2002

RUPANEWS
Journal of the Retired United Pilots Association

Volume 4 Number 8 (Journal 517) August, 2002

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CURTISS FALCON
1929 - 1950



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"It appears our landing in Vegas will be delayed until I figure out which ocean this is and why we're flying over it."



Member Photos

Member-submitted layover and work-related photos



The pedicab license plate President Wolfe referred to in his article.
Complete story in [Feb 2021 RUPANews](#).



Bob Wetzel / A319. 2009. By Paul Andrews.



B777 Departure 28R ORD. By Marcy Trojak.

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