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# rupanews



**Journal of the Retired United Pilots Association**



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# Member Photos

Member-submitted layover and work-related photos



Howie Christensen and newborn daughter Michelle.



Howie Christensen and newhire daughter Michelle.



Larry T Sandford Fini Flt. UA119 EDI-ORD 6-21-19



Victor Gutiérrez. IAH



# UNITED AIRLINES



# NOTAMS

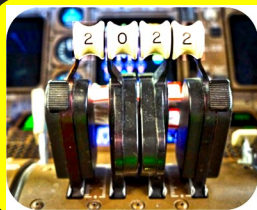
About the Cover . . . . . RUPA is 60 years old this October.

About the Back Cover . . . . . ORD-NRT route and WSI weather depiction. Marcy Trojak

## Snowbird NOTAM

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

RUPA  
PO Box 757  
Stowe, VT 05672



## Remember - The Jan issue is the RUPA Directory

There is an abbreviated eRUPANews which contains important phone numbers, etc. but does not contain personal data.  
The full directory is mailed to you.

**Mark your calendar:** RUPANews deadline for letters, luncheons, reports, etc. is not later than the 15th of month prior to publication.

**Luncheon reps.** Verify your luncheon info in the RUPANews and [website](#) is correct.

**Change of Address:** Can be done [on-line](#) or email to [RUPA Sec/Treas.](#)  
The editor cannot make the change.

# DUES

## How to pay your RUPA dues

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

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## President's Article

Don Wolfe [rupapres@rupa.org](mailto:rupapres@rupa.org)



I wrote a welcome letter to the new UAL MEC **Chairman Hamilton**. In the letter I included this quote from a Council 12 update: “*They used a one-time tragedy to eliminate our traditional 98% income replacement A + B fund retirements, while forcing higher productivity for far lower inflation adjusted. Obviously, this does not even begin to address the tremendous loss of Defined Benefit a plan retirement benefits, or compensate us for massively improved productivity since 2001.*” *Captain Tim Boyens.*

**Captain Boyens** is correct. Retirees have realized the impact of losing the A fund and are living off of their 401K's to get by. Many of our peers continue to work.

Future retirees are not going to have it any better. Active pilots that were hired after the PBGC took our pension will have only a 401K savings account, an RHA health account and Social Security to live on. There will be no PBGC income for them. A pilot retiring with \$2 million in their 401K would be the envy of most of us. The reality is that this amounts to 4-5 years of annual earnings for a current wide body Captain. There is going to be a huge lifestyle change for most of them shortly after retirement.

I suggested to **Captain Hamilton** that the MEC explore the possibility of recovering our pension from the PBGC and using the funds to create a new defined benefit plan managed by an outside firm. Contributions from UAL would go to the new A fund for active pilots and we would receive the same if not more money every month. If given our fair share of the additional \$1.6 billion that UAL gave to the PBGC in the bankruptcy deal, all of us should receive more money. [Senate Bill S-3275, “The Pilot Pension Relief Act of 2016”](#) was created and submitted by Senator Kirk (IL) to address the shortfalls of our PBGC payments in relation to the additional money given by UAL. The bill failed to get off the ground. Don't hold your breath that our pension will ever be recovered. UAL, the MEC and the PBGC would all need to achieve an agreement. I have not heard back from **Captain Hamilton**.

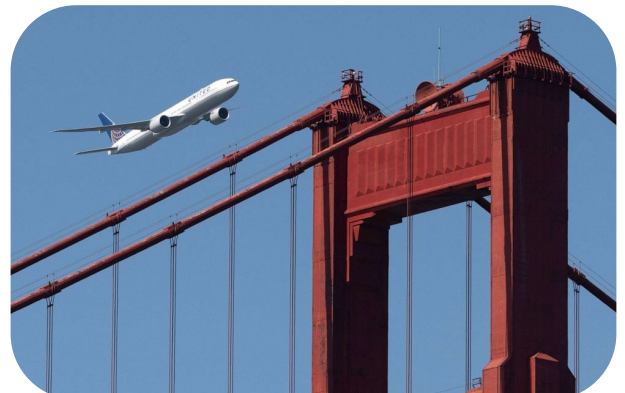


October is lining up to be a month full of things to do and places to go. I'll be starting off the month with a trip to San Diego to attend the [RUAEA Convention 2022](#). The Convention begins on October 3 and ends with a Banquet on Saturday night October 8<sup>th</sup>. **Captain John Gorczyca and wife Sharon** will be there too. John and I will be evaluating the RUAEA Convention as a joint venue for our RUPA Convention in 2023.

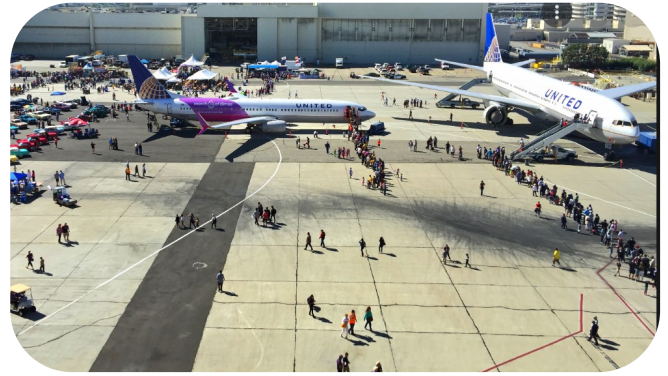
The [San Francisco Fleet Week Air Show](#) will be held Friday October 7-9. [United Airlines will fly a Boeing 777 in the show daily doing a 10 minute flight demonstration.](#) The Big Jets of United make quite an impact on the crowd with sweeping low passes down the San Francisco Bay and by “splitting the

uprights” of the Golden Gate Bridge on the photo pass.

UA Flight Test **Captains Mawhinney, Abraham and Loutzenheiser** will fly the beautiful Boeing 777 while UA Flight Test **Captain Sobczak** orates over the PA from show center. Having witnessed the flight demonstration first hand from the left seat of the 747-400 and later as a spectator on the Marina Green with **Captain Tom Trees** and **Captain Mike Todd**, I can tell you it is impressive. The FAA air show waiver is 300 knots and 200' for the demonstration. NICE!



The United Airlines Family Day Open House is usually held on Fleet Week Sunday at the United Maintenance Center. I have been unable to determine if the event is occurring this year. Check United's Flying Together website for information.



Family Day Open House 2015



Editor's rendition of a possible Wolfman outfit.

October ends with Halloween on Monday the 31st. There's sure to be a costume party somewhere for you to attend and don't forget to have candy on hand for the trick or treat crowd. If I can find a Halloween party I might do something different this year and go as, well....The Wolfman.

May you find joy in every day!

*Wm*

*Captain Don Wolfe*

## Halloween Airport Quiz Answers (Quiz on pg. 32)

#	IAT A Code	ICAO Code	Location	Airport	Web Link for more info
1	BOO	ENBO	Bodø, Norway	Bodø Airport	<a href="https://en.wikipedia.org/wiki/Bod%C3%B8_Airport">https://en.wikipedia.org/wiki/Bod%C3%B8_Airport</a>
2	DIE	FMNA	Arrachart, Madagascar	Arrachart Airport	<a href="https://en.wikipedia.org/wiki/Arrachart_Airport">https://en.wikipedia.org/wiki/Arrachart_Airport</a>
3	AXE	SSXX	Xanxerê, Brazil	Xanxerê	<a href="https://opennav.com/airport/SSXX">https://opennav.com/airport/SSXX</a>
4	HEL	EFHK	Helsinki, Finland	Helsinki Airport	<a href="https://en.wikipedia.org/wiki/Helsinki_Airport">https://en.wikipedia.org/wiki/Helsinki_Airport</a>
5	GUT	none	Gutersloh, Germany	RAF Gutersloh	<a href="https://en.wikipedia.org/wiki/Ängelholm-Helsingborg_Airport">https://en.wikipedia.org/wiki/Ängelholm-Helsingborg_Airport</a>
6	KIL	none	Kilwa, Congo	Closed	<a href="https://www.world-airport-codes.com/congo-kinshasa/kilwa-3632.html">https://www.world-airport-codes.com/congo-kinshasa/kilwa-3632.html</a>
7	SIN	WSSS	Singapore	Singapore Changi Airport	<a href="https://en.wikipedia.org/wiki/Singapore_Changi_Airport">https://en.wikipedia.org/wiki/Singapore_Changi_Airport</a>
8	BAT	SNBA	Chafwi, Brazil	Chafei Amsei Airport	<a href="https://en.wikipedia.org/wiki/Barretos_Airport">https://en.wikipedia.org/wiki/Barretos_Airport</a>
9	AGH	ESTA	Angelholm-Helsingborg, Sweden	Angelholm-Helsingborg Airport	<a href="https://en.wikipedia.org/wiki/Ängelholm-Helsingborg_Airport">https://en.wikipedia.org/wiki/Ängelholm-Helsingborg_Airport</a>
10	DED	VIDN	Dehradun, India	a.k.a. Jolly Grant Airport	<a href="https://en.wikipedia.org/wiki/Dehradun_Airport">https://en.wikipedia.org/wiki/Dehradun_Airport</a>

# Welcome New Members

## New Member

Capt Randall "Randy" H Shaffer  
 Capt Daniel Boone  
 Capt Gerald "Gerry" C Molitor  
 Capt Lyn D Johnson  
 Capt Franklin "Frank" P Sackett  
 Capt Kathryn "Katie" M Smith  
 Capt Gregory "Greg" M Downs  
 Capt Monte D Burke  
 Capt Karen K White  
 Capt Laurence H Stech  
 Capt Ross D Windom  
 Capt H Michael Tucker  
 Capt John J Mosbacher  
 Capt Victor "Vic" V Vance

## DOM

SFO  
 SFO  
 ORD  
 DCA  
 SFO  
 JFK  
 IAH  
 SFO  
 SFO  
 SFO  
 SFO

## Spouse

Lisa  
 Anne  
 Kathy  
 Deborah  
 Bill Edwards  
 NoraJean Scalia-Downs  
 Lavada  
 Frank  
 Carolyn  
 Lorri  
 Cindy  
 Lori

## Home

Orinda, CA  
 Honolulu, HI  
 McHenry, IL  
 Fredericksburg, VA  
 Kingston, TN  
 Centennial, CO  
 Newtown, PA  
 Sandia, TX  
 Fircrest, WA  
 Crystal Lake, IL  
 Sarasota, FL  
 GA  
 Placerville, CA  
 Lake Havasu City, AZ

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a. Total Number of Copies (Net press run)	2160	2553
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(1) Mailed Outside-County Paid Subscriptions Stated on PS Form 3541 (include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)	2394	2331
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(4) Paid Distribution by Other Classes of Mail Through the USPS	219	222
c. Total Paid Distribution (Sum of 15b (1), (2), (3), and (4))	2613	2553
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(1) Free or Nominal Rate Outside-County Copies included on PS Form 3541	0	0
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(3) Free or Nominal Rate Copies Mailed at Other Classes Through the USPS (e.g., First-Class Mail®)	0	0
(4) Free or Nominal Rate Distribution Outside the Mail (Carriers or other means)	0	0
e. Total Free or Nominal Rate Distribution (Sum of 15d (1), (2), (3) and (4))	0	0
f. Total Distribution (Sum of 15c and 15e)	2613	2553
g. Copies not Distributed (See Instructions to Publishers #4 (page #3))	0	0
h. Total (Sum of 15f and g)	2613	2553
i. Percent Paid (15c divided by 15f times 100)	100%	100%

\* If you are claiming electronic copies, go to the 16 on page 3. If you are not claiming electronic copies, skip to the 17 on page 3.

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c. Total Print Distribution (Line 15f) + Paid Electronic Copies (Line 16a)	2613	2553
d. Percent Paid (Both Print & Electronic Copies) (16b divided by 16c x 100)	100%	100%

I certify that 95% of all my distributed copies (electronic and print) are paid above a nominal price.

17. Publication of Statement of Ownership  
 If the publication is a general publication, publication of this statement is required. Will be printed in the 151/100 issue of this publication.  Publication not required.

18. Signature and Title of Editor, Publisher, Business Manager, or Owner  
 George L. Cox, Editor *George L. Cox* 09/29/2021

I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil penalties.

**In case you're curious. Posting this is an annual USPS requirement.**



# R & I Report

Retirement and Insurance Information

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



Happy end of summer. Many of us are still sweltering under the extreme heat and endangered by the wildfires and flooding. So be careful out there.

The biggest issue that has caused people to contact me has to do with dental implants, as I wrote [last month](#). This is still not resolved. It IS in our plan documents, but Aetna won't cover them without the proper MEDICAL code(s) for the claim. Dentist don't use medical codes. They use DENTAL codes, and there's the rub. To me, that should be an automatic translation, so to speak. So far, it appears that very few Aetna agents have any idea about this, and no one I know of has gotten a claim approved. They need to be "pre-authorized," with the proper code(s) and documentation that the implant(s) are medically necessary, and not cosmetic.

One of our members who ran into this got an Aetna "analyst" to submit his claim with the proper medical code, so now we wait and see what happens. I've received quite a few emails from members about this, so please let me know if it happens to you, and/or how it was resolved, hopefully in your favor, and how you handled the claim. If you still get stonewalled, refer to my R & I article in the August issue of the [RUPANews](#). In it I give you some information about how to appeal a medical claim denial. That might come in handy.

I also recently wrote about the Aetna Healthy Rewards in the [August Issue](#). This is the enote I received from Aetna about it in August:

**Aetna Healthy Rewards** | The 2022 health reward program is now available. You can earn gift card rewards by completing activities for your health.

To get started, click the button below and log in to your secure member website. Go to your "Rewards Center" to learn about your program activities. You can complete activities, self-report them and redeem your rewards until December 31, 2022.

You might also get a phone call and/or text about it, so don't be alarmed. You actually get paid, by Aetna in the form of gift cards, for certain preventative medical accomplishments. Those include flu shots, COVID vaccinations, and the "Healthy Home Visit."

My wife and I have always done all of them, with the latest home visit the last week of August. Several members, or their wives, have written to tell me how comfortable and easy it was, and I totally agree. My wife and I did the interview/exam together and we had a very nice doctor, a fourth-year intern, who came to our house and spent about an hour total with us, mostly asking questions on an iPad, and taking our pulse and blood pressure. It was much like going for your Annual Wellness Visit with your general practitioner, which is another box to check off to get more cash from Aetna! We both think it's always good to have another medical professional look at our general health, our medications, supplements we take, etc.

Labor Day is this Monday. Always remember that this holiday came about because of the Labor Movement. In the late 19th century, many people worked seven days a week, twelve hours a day. Children as young as five or six worked in mills and mines. The conditions were horrible. Then labor unions began to appear, and things began to change. While many of us have real angst about ALPA because of the selling of our pensions out from under us, think about what our pay and working conditions would have been without it.

Here's to a safe, healthy Fall,

*Bob Engelman*

Important Aetna  
Phone Numbers

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



# Travel Report

Retiree Travel information



**October 2022**

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

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

## Want to buy a Business Class ZED ticket? Be careful.

Hello Fellow aviators,

Of the 136 airlines on which United employees and retirees can purchase ZED tickets, 36 of them allow us to also purchase Business Class Tickets.

If you purchase only a Business Class ZED ticket and you end up in Economy you may or may not get the difference in fare refunded to you. So I recommend you follow these steps to protect yourself.

Some airlines have a no-refund policy for the difference in fare (Hawaiian is one of them). Other airlines will refund the fare difference but it may entail jumping through some hoops. Others, like Lufthansa, try to make it as easy as possible for you, but you must initiate the refund request yourself. So before you buy you have to do a little due diligence, as different airlines have different policies.

- **The best piece of advice in this article:** If in doubt, buy both an Economy and a Business Class ZED ticket and when you get to the ticket counter, check in for whichever class they're willing to give you a boarding pass for. Then later apply for a refund of the unused class.
- **The second best piece of advice:** How to find out what each airline's refund policy is for being downgraded from Business to Economy? (Airlines refer to this as a "downgrade refund.")

Most airlines' downgrade refund policy can be found by going to the Flying Together website at [ft.ual.com](http://ft.ual.com). Try this [link](#) to get started. Once signed in, it may take right to Other Airline Travel

- [Travel](#) > [Other Airline Travel](#) >
- In the top right corner click on "[In this Section](#)" >
- Select the airline you want to fly on >
- Scroll down and click on the [MyIDTravelPurchase](#) link >
- Sign in >
- On the menu on the left side of your screen scroll down and click on "[ID Agreements.](#)" >
- Select the airline you want to fly on.
- Check the fine print on refunds. And remember, if in doubt, just buy two tickets — Business and Economy — and then use the one at the airport they will accept.



Many airlines who will give you a downgrade refund ask you to request it on MYIDTravelPurchase website. But they don't tell you how.

I recently wrote Lufthansa and asked for clarification and they responded:

**Dear Colleague,**

**Please make refund requests directly in myIDTravelPurchase automatically after the entire trip has been completed. Select the button >Flight List< and click directly on the ticket number and complete the process.**

**Downgrades - except jumpseats - can also be refunded directly via MyTravel.**

I don't know, but I imagine that most other airlines who offer downgrade refunds use the same procedure.

Of the 36 airlines who offer ZED Business Class, 21 offer a Low ZED fare, 13 offer Medium ZED and one (Cathay) offers a High ZED fare.

Zone Level Charges for Economy Class Fares					Zone Level Charges for Business Class Fares				
Zone	Distance	YZL	YZM	YZH	Zone	Distance	CZL	CZM	CZH
1	1-450	\$15	\$24	\$44	1	1-450	\$39	\$49	\$69
2	451-750	\$19	\$29	\$49	2	451-750	\$59	\$69	\$89
3	751-1600	\$29	\$39	\$59	3	751-1600	\$64	\$79	\$109
4	1601-3200	\$39	\$59	\$99	4	1601-3200	\$119	\$169	\$269
5	3201-4080	\$49	\$69	\$109	5	3201-4080	\$129	\$184	\$294
6	4081-5000	\$59	\$79	\$119	6	4081-5000	\$134	\$194	\$314
7	5001-6100	\$69	\$89	\$129	7	5001-6100	\$214	\$294	\$454
8	6101-7100	\$79	\$109	\$159	8	6101-7100	\$264	\$394	\$654
9	7101-9999	\$99	\$129	\$179	9	7101-9999	\$304	\$484	\$844

*Cheers,  
Pat*



## *Luncheons / Local Reports*

Check the Luncheon Information page for your area

### **CLE - Cleveland Crazyies**

On another beautiful summer day on the North Coast the Cleveland Crazyies gathered at The Lager and Vine Restaurant in Hudson, Ohio for a time together and lunch. We had seventeen members, wives, and friends present.

**Mary Serpentine** reminded us of the Pilot and Flight Attendant gathering on Saturday August 18th. **Phil Jach** reminder us that our September gathering will be dinner at The Berea Depot and not lunch at Lager and Vine.

- Thursday, September 15, 2022
- Dinner starting at 5:00 pm
- Notify Dick Sanders by noon on
- Thursday September 8th if you are attending.
- e-mail: rbsmls4@gmail.com
- phone: 440-871-8822

**Joe Getz** had a great story about the Tooth Fairy. **Dawn Lang** read us an article about **Iris Peterson**, a 100 year old flight attendant. And **Mike Holmberg** and **Bob Olsen** had us laughing with their jokes.

In the picture below are standing left to right: **Phil Jach, Rich McMakin, Carol McMakin, Don Kauer, Bob Lang, Dawn Lang, Bob Olsen, Paul Stojkov, and Joe Getz.**

Seated from left to right: **Jim Burrill, Monica Burrill, Linda Jach, Mary Serpentine, Rob Marshal, Teri Holmberg, Vickie Getz, and Mike Holmberg.**

*Cheers,*

*Phil*



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## KOA - Big Island Stargazers

Fifteen members and guests gathered for our August luncheon in Kailua-Kona. Regrets came from **Dennis Tatti** who flew out to Thailand for a month, and **Tim and Mary O'Neill** who were on the mainland visiting family. Talk story was lively and we celebrated **Richard and Gigi Morley's** 51st wedding anniversary.

School is back in session and there are fewer tourists on the island, so it's a great time to visit us if you are in town on the third Thursday of the month.



L-R: Al & Linde Rimkus, Linda Morley-Wells, David Carlson, Winfield Chang, Richard Morley, Stephanie Carpenter, Gerry Baldwin, caregiver Olena, Gigi Morley, Ebby & Lex Pinson, Bill & Linda Hayes, Don Diedrick.

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

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## RNO - Reno's Biggest Little Group

Reno's BIGGEST LITTLE GROUP got a little smaller. The guys that braved the hot "Record breaking heat" are pictured here from L to R: **Gary Dyer, Gene Lamski, Jim Whiteley, Jim Nugent, Don Merucci and Bill Shepherd**

*Jim Whiteley*



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## PAE - Pacific NW Flyers

As the dog days of summer are waning, not so with our unique RUPA flying group in the far NW corner of USA on 24 August.

Seven flying machines and 9 airman met at the Spruce Goose Cafe at 09S located near Port Townsend, WA on the Olympic peninsula.

Surprise guest from the Bay Area was RUPA member, **Warren Leslie** with his Cessna 177RG Cardinal. Longest flight honors went to **Jake Nelson** from Spokane, WA in his L-19/ OE-1 "Bird Dog".

Great conversation ensued about merits of each different aircraft, old times flying and layovers with UAL. This is what RUPA is all about.

We plan to have one more fly-in lunch meeting in late September before the flying weather goes south. We invite any RUPA members in the Pacific Northwest to join us at Friday Harbor at Ernie's Cafe, date TBD.

Respectfully submitted, Scribe, *Cort*



L-R Clockwise: Jake Nelson , Ron Prynne, Warren Leslie , Don Lake , Earl Poland, Steve Craig , Jack Bard , Cort de Peyster, Dixon Smith.



The guys discussing some of the attending flying machines. R to L Navy L-4 , Army L-19, Italian built Marchetti SF-260B, RV -8A.  
Not pictured were Mooney MK21 , RV-8, Cessna 177RG.

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## DCA - Leesburg Group

Wish you had been here... This was the First Friday meeting of September, 2022, of the Washington area RUPA group at the IHOP restaurant in Leesburg, Va. There was a good showing, 11 to be exact, and starting on the left, clockwise, **Ron May, Bill Davis, Gene Couvillion, Stokes Tomlin, Roy Liggett, Bugs Forsythe, Charlie Schwab, PAA, Dave Stoddard, Sim Stidham, Jim Turner and Gil Coshland.**

it was a beautiful day... We have had so many this summer. See you next month!

*Stokes Tomlin*



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### 400 passengers but only 200 meals were loaded onto a flight from SYD to EWR



It was only discovered after take off, when the flight attendants started going through their preparations for the meals. So, the airline had bungled, and the crew was in a fix. However, one smart flight attendant had an idea, A couple of hours into the flight she nervously announced, "Ladies and gentleman; we don't know how this happened, but we have over 400 people on board, but only 200 dinners. Anyone who is

kind enough to give up their meal to someone else, will receive unlimited free liquor for the duration of the flight!"

Her next announcement came six hours later.

"Ladies and gentlemen, if anyone wants to change their mind, we still have 180 dinners available."

Moral of the story: People who like to drink, have very kind hearts.

## SMF - SAC Valley Goldwingers

We had a wonderful September Goldwinger Luncheon although somewhat short in numbers. There are many reasons for this to include Covid recovery and concerns, the outside air temperature that has reached 110-114 degrees F, continuing Labor Day activities and forest fires that are surrounding the region. I even received a telephone call from our esteemed **President Wolfe** and he told me they are evacuating Foresthill which is an area where he resides due to forest fires. As a result, he was unable to attend our luncheon. I have included a picture of one of the plumes of smoke created by the fires which 30 miles from our luncheon location. Needless to say, we had some deep discussions of NRSA travel and of the continuing medical appointments we all have loved to experience. Dave Lippe discussed the upcoming California Capital Airshow which is due to occur at the end of September.

As is a tradition for our group, we intend to have a Christmas banquet to top off the year. This year, we will be traveling to Serrano Country Club for our annual gathering in December. I guarantee this will be one of the premier events of the year for our distinguished group. Please come and join us if you are in the area. We are now entering the Fall season which is one of my favorite times of the year. I hope you all are happy, healthy and safe. Our best to you all.

Still Flying High,

*John Gorczyca*



Front row L-R: Marv Alexander, Karl Winkelbrandt, John Gorczyca, Sharon Gorczyca, Bill Authier, Jerry Blalock.

Back L-R: Sean Blalock, Ann Blalock, Jim Harty, Kathy Lynch, Bob Lynch, Tedd Stiles, Diana Stiles.

Not pictured: Dave Lippe.



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

Today's lunch was a great event and the regulars were here and welcome to **Dan Kurt** who relocated back to Pompano Beach full-time. Our next lunch will be as scheduled the second Thursday of each month and that will be 13th of October.

Those here today were **Dan Kurt, Steve Hubert, Paul Livingway, Billy Garrett, Gene Anderson, Lyn Wordell, Dan Petrovich, Ham Oldham, and Jim Morehead.**

Till next month...

*Jim Morehead*



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## PDX - The Columbia River Geezers

We had a small gathering this month due to a couple of medical appointments, but mostly because it's a busy time of year. We did get to welcome a new part time member to our group. **Sam Frey** recently retired off the 787, and purchased a condo in our area so he and his wife could be closer to family living up here. Their main residence is still in the Denver area, but he hopes to catch a few of our lunches a year. He and **Ron Blash** worked together in the training center for years and Sam caught us up on recent staffing, training courses, etc. **Doug Howden** told us a bunch of stories about how he sweet talked his way from an Air Force C-119 to a Navy reserve A-4 Squadron. I thought the transition from round dial to EFIS was a challenge.



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## LAS - Las Vegas High Rollers

Seated clockwise are **Katherine Sands, Clif Sands, Mike Sanders, X Ecker, , Russ Stark, Jack Donahue, Jean Ann Donahue and Mike Jing.**

**Ernie Yoshimoto and his wife** are spending 2 1/2 weeks on vacation in Alaska. **Klaus Mueller and his wife** returned last weekend from an Alaskan cruise, but Klaus had to fly to Germany on Monday to assist his parents with the sale of their home. **Klaus** emailed that there is lots of administrative paperwork during the day, but even more great German beer at night. **Clif & Katherine Sands** are leaving on a trip to Portugal.

Our next RUPA Luncheon is at 1100 on Wednesday, 12 October, at the BJ Brewhouse in Summerlin. Please RVSP to me so I can make a reservation.

*Jack Donahue*



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## DEN - Denver Good Ol' Pilots .Group

Our monthly lunch meeting was held on September 14th at The Golden Corral Buffet and Grill in Aurora. At The Golden Corral lunch is a leisurely affair since one can visit the buffet as many times as desired.

After lunch **Ted Wilkinson** provided some humor. Next, we remembered **Ron Bush** and **Dick Garbrick** who recently flew west. Both were respected and well liked. Following are their obituaries.

Ronald Bush - [Ronald Bush Obituary \(1932 - 2022\) - Larkspur, CO - Denver Post \(legacy.com\)](#)

Richard Garbrick - [Richard Garbrick Obituary \(1932 - 2022\) - Highlands Ranch, CO - Legacy Remembers](#)

Attending: **Bebbe Rick, Bush Tom, Bill Hanson, Larry Hawkins, Doug Hill, David Horwitz, Steve Jacques, Tom Johnston, Lee Lovegren, Mark McGurk, Ted and Rose Wilkinson**





## SRQ - Sarasota Sunsetters

Summer brake is over and the SRQ Sunsetters are back at it. One new member **Rob Varvaro**. Welcome-Rob. **Roger Nelson** decided he was the eldest with a 2000 retirement date closely followed by **Ed** and **Leif**. Guys are in their 80's and going strong. Usual discussions of what everyone has done since last we met, everything from nothing to Wyoming. Our group will expand once the snow birds arrive. Next luncheon Nov 8, 2022. Same Place "Gecko's", same time 11:30.

*Chris*

Christer Wingardh  
chriswingardh@me.com  
+1 941 807 6727



You may think this is a corner of lettuce, but it's really just the tip of the iceberg.



Don't worry  
about getting old,  
worry about  
thinking old.

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## SEA - Seattle Gooney Birds

Thursday, 9/8, brought the Pacific northwest temperatures approaching high 70's and cloudless skies with long, perfect contrails marking the way from the lower 48 to Narita, Seoul, and beyond. Eleven pilots and three wives/partners enjoyed lunch and camaraderie at the SeaTac Marriott.

**Alan Black** detailed his participation as a volunteer in the Delta pilot's informational picketing several days earlier at Sea-Tac, one of the 13 US airports involved. He was welcomed, assigned tasks, and greatly appreciated by our fellow pilots at Delta. Alan also brought a collection of old and recent aviation books covering both war and peace to share.

**Jack Brown** told of two recent major events in his life: celebrating his 90th birthday with several dozen family members exclusively at Cheney Stadium in Tacoma and his successful battle with Covid. He also entertained us with a humorous folk song complete with appropriate accents.

**Eric Malm** explained the significant differences in medical insurance between dental codes and medical codes and the importance of using the most appropriate code relative to the specific claim. **Ted Elder** also offered several positive comments regarding our health insurance coverage.

**Larry Knechtel** pointed out some interesting facts from the 1979 movie "Soldier of Orange" dealing with German occupation of the Netherlands during World War Two. He also entertained us with several of his well-timed humorous quips covering a variety of subjects.

The entire tab for our August lunch was picked up by an anonymous donor and **Doug Postlewait** brought one of his custom made thank you cards for the group to sign.

Thanks to everyone who participated today! The date for our October lunch is Thursday the 13th. For the Flock,

*Hank Kerr*



Standing: Jack Brown, Doug Postlewait, Ted Elder, Kathy Black, Jan Henry, Jim Barber, Eric Malm, Larry Knechtel, Blythe Knechtel

Seated: Hank Kerr, Gerry Ackerson, Rob Robison, Lew Meyer, Alan Black.

## SNA - Dana Point

It was a pleasant day after a week of scorching high temperatures in California. Twelve people showed up for our luncheon. **Roli** and **Patricia Hernandez** became regulars as they joined us for their second consecutive meeting. Another regular, **Boomer Knutzen** was out riding Harleys in Montana. **Joe Udvoch** kept a watchful eye on things, making sure we got our picture taken and getting the bill.

We talked about pre-United flying. **Bill Rollins** flew E-1s and E-2s for the Navy. **Bob Fuhrmann** described the Kaman OH-43D as a "Single motor, double rotor, green Marine killer." It had a cruising speed of 60kts and red lined at 70. Bob said he weighed 110 lbs at the time and only he and one other pilot were light enough to coax the helicopter to hover on a hot summer day.

Roli started a discussion of UFO sightings - explained and unexplained. **Rusty Aimer** said he only saw the "explained" ones. Topic turned later to more familiar phenomena like lightning strikes and St. Elmo's fire.

**Francis Cases** was our guest pilot, currently completing training on the Emb-145 at Piedmont. He initially went to Asia to start his career, winding up as an A320 captain for VietJet. He was let go because of the pandemic and has returned to the US. Apparently, pilot hiring in the US is getting hectic. Examples include one pilot getting the same class start date from two different airlines, another pilot moving to FedEx within months after transitioning to Southwest from a regional, a pilot going to a Part 135 left seat job after 2 months with another regional, 2 pilots remaining from a new hire class of 10 in Feb. at a major airline - the others moved on to UA, Delta or UPS. Then there are the couple of UA pilots with one year seniority getting awarded captain positions in LAX & SFO on the latest vacancy bid. Wonder how long the hiring mania will continue.

Looking forward to next month's luncheon for more news and stories.

*Rico Santamaria*



Point Sep 22: Clockwise from left, Roli & Patricia Hernandez, Carlos Bernhard, Rico Santamaria, Francis Cases (Piedmont), Bill Rollins, Bob & Janice Fuhrmann, Joe Udovch, Bill Stewart, Rusty Aimer, Denny Giesea.



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## SFO - East Bay Group

The San Francisco East Bay group held their meeting on Monday September 12th. This was a date change in that we had been meeting for several years on the 2nd Wednesday of the month. We found we had more people available on the second Monday of the month instead. An additional benefit to switching from Wednesday to Monday is there was a lot more parking available and much more room inside.

All of us were relieved that the heat wave had broken; the previous week had temperatures 106 or more for our area. Lots of airline talk prevailed as was usual. We are going to meet next month on the second Monday, and if it works out as expected, we will make the change permanent.

We meet the second Monday of the month at the Black Bear Diner, 807 Camino Ramon, Danville, at 1:00. Come join us sometime.

*Rich*

CW from left:  
Jerry Udelhoven,  
Lee and Shirley  
Frances,  
Tammy and Neil  
Dahlstrom,  
Rich and Georgia  
Bouska.



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## DCA - Manassas Group

Our breakfast was held on a beautiful morning after a week of unusual heat. **E.K.** reported on his fishing trip, but no invitation to a fish fry. Lots of new war stories though, or we couldn't remember if we had heard them before. Anyway, if you are in the Manassas area on the second Friday of the month, let me know and I will give you vectors.

Thanks all, *Gene*



CW from left:  
Buck Buchanan,  
Bill Davis,  
Sim Stidham,  
Gene Couvillion,  
Don Reinhard,  
John King,  
Jim Turner,  
E.K. Williams

## SAN - San Diego County

Our San Diego Luncheon was a good time. Good food, good friends, good stories, good times. We were entertained by quite a few very expensive business jets to entertained us, as usual. We always laugh about, "if I owned that G5 I'd be on my way to....?". Then we talk about the vacation trips we've been on and the trips we are planning. Like everyone else we get info from each other about hotels, rental cars, restaurants and entertainment. Fun planning. We always have the same waitress and she has a better memory than any of us, she remembers what we order monthly. She remembers that I have my usual Peanut Butter Burger but this month I changed it up a bit and had a Reuben. Exciting, huh? Anyway, some of us have some travels planned and I hope to have some great stories to tell.

Mark

PS: if any pilots in the San Diego area want to join us for lunch on the 2nd Tuesday of the month let me know. It is fun and the food is great!

Mark Mayer [mark777mayer@gmail.com](mailto:mark777mayer@gmail.com) 858-449-5285



**If you notice cows  
sleeping in a field,  
does that mean it's  
pasture bedtime?**



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## ORD - The Joe Carnes RUPA Group

September 2022's luncheon was attended by 57 RUPArians and our guests, and was held at the Golf Club Of Illinois in Algonquin. We were pleased to welcome back some of our crowd we hadn't seen in awhile along with a couple others who were attending their first RUPA get-together. Our social hour before lunch included a lot of getting re-acquainted with fellow retirees from various times in our respective careers, and we were rewarded by an outstanding bill of fare, thanks to the staff at the Golf Club.

Rather than list all the folks who were present I'll defer to the captions adjacent to our luncheon photos.

Our guest speaker was **George Haupt**, who spent a forty-year career with United in Marketing and Sales for Catering, International Security, and Aircraft Maintenance, and who, in his younger days, served with the U.S. Army's 3rd Infantry Regiment---The Presidential Honor Guard. During his time with the Regiment, George was a Guard at The Tomb Of The Unknown--he spoke of that honor's stringent requirements, and that it's also a lifetime commitment. He gave us a video presentation entitled Never Falter which provided an excellent look into the training and activities of The Honor Guard.



Guest Speaker  
George Haupt

Our next gathering will be Tuesday, January 10th, 2023, at the Golf Club of Illinois in Algonquin. Retirees, active pilots, spouses, and guests are welcome to attend. Stranded Snowbirds who haven't migrated back to southern climes are always invited to drop in and enjoy the warmth of the big fireplace in the room.

By the scribe,

*Walt*



John O'Connell, Don Gregg, Don Motz, Linda Motz, Mary Jeanne Trosky,  
Jim Trosky and LeRoy Bair.




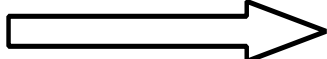
Tom Workinger, Beverly Workinger, Dave Wege, Dottie Wege, Kathy Harris, H. Dave Harris, Leo Bezdek and Dick Kane.



Jack Taylor, Jan Fink, Mary Sandford, Larry Sandford, Jan Gawenda, Marcy Haupt and George Haupt.



Wayne Walusiak, Bud Utendorf, Howard Nelson, Marjorie Nelson and Jan Lundsberg.  
Not pictured, Wes Lundsberg.

Continued ...   




Sig Chrzanowski  
Wendell Jelm  
Carl Eberle  
Bob Helfferich  
Harlan Davis  
Terri Dubovich



Karen Gammill  
Mona Novak  
Pete Novak  
Larry Stech  
Dave Harris  
George Sorenson  
Dave Strohm  
Linda Strohm.



Bud Schrautemyer  
Maribeth Kuhn  
Dick Kuhn  
Jim Downing  
George Mathes  
Jacquie Mathes  
Carolyn Kelly





Warren Nelson  
Tom Conley  
Barb Conley  
Tom Helms  
John Gotta  
Les Kimmel  
Jack Mumaw.

## **MRY - Monterey Peninsula**

The 14 Sept lunch was at Woody's at MRY over-looking the runways and beautiful Monterey Bay. We took a moment to remember the cockpit, cabin crews, and passengers of the four airliners hijacked on 9/11, all the people and first responders who died, and all of those who are still dealing with the injuries, PTSD, and the loss of family and friends.

Those in attendance were **Jack Cowles, Jon and Jane Rowbottom, Linda Mackie, Steve and Terry Filson, myself, and Tim Blomgren** – the son of the late **Captain Will Blomgren**.

Conversation started on the constant problem with "scam" calls and then later about the fire-fighting tanker business. Tim talked about his Dad's career at UAL and the fact that Carlos Quintana (absent celebrating his and Judy's wedding anniversary in Napa) were high school students together in Fresno.

October 12th will be our next lunch at Woody's – please RSVP by the Monday before!!!  
See you there!      *Phyllis Cleveland*



L-R: Linda Mackie, Tim Blomgren, Steve Filson, Phyllis Cleveland, Jane and Jon Rowbottom, Terry Filson, and Jack Cowles!

## *There I Was . . .*

(Please Limit submissions to 1000 words)

### **There I Was . . . Living the Split Operations Nightmare**

By Bob Enander

In late 50's and early 60's, as the airlines started to receive their first jets, 707s and DC-8s, more and more of their operations were shifted from MDW to ORD due to the shorter runways at MDW and the underpowered first jets. While the vast majority of trip pairings had you starting and finishing your flights at the same airport, a number of them had you starting at one airport and finishing at the other, hence the term "split operations". When this happened, getting reunited with your wheels posed a problem, hence the term "nightmare".

There were a number of options available, none of which were pleasant, and all were time-consuming and sometimes expensive.

First: Chicago Helicopter Airways, by far the fastest option, operated between the two airports. You paid for your own space available ticket. It was later shut down after a couple of fatal crashes.

Second: A shuttle bus between the two airports, but sometimes via downtown Chicago.

Third: Taxi, crew shared the cost.

Fourth: Drive another pilot's car who was in the opposite departure-arrival as you. or hope someone had driven your car from your departure airport. Crewmen or dispatchers usually took care of the keys.

Lastly: Occasionally your inbound aircraft had to be ferried back to your departure airport.

With regard to option four, imagine wondering around the parking lot in Jan. after a 6-8 inch snowfall looking for a "blue Ford" you've never seen before. This is another reason for "nightmare".

Finally we had enough and negotiated with the company that duty time ended 30 minutes after we checked back in with the crew desk at your departure airport. Surprise! no more "split operations".

Sometime around Sept. 1960, UAL made the shift from 400 fits. per day @MDW/80 fits @ORD to 400 ORD/ 80 MDW in a matter of two or three days. UAL management was congratulated from around the industry.

*Bob Enander* MDW/ORD 55-90

### **Letters to the Editor**

**rupaeditor@rupa.org**

**Photos!**

**We love photos!**

**Include Photos!**

### **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](http://www.uaprf.com))

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## There I Was . . . There I was being catapulted into a Typhoon!

By Bob Jones 1964-1995 SEA/ORD/HNL/SFO

In 1960 I was a FJ4B pilot on the USS Oriskany, deployed to the Western Pacific on my third carrier deployment. Fortunately I had about 800 hours in the FJ4B, around 200 carriers landings and I would need all of that experience before today's flight would end.

We were east of Okinawa on the edge of a Typhoon, huge swells, water coming over the bow as it dug into swells, heavy rain & strong, gusting wind. Our Squadron Ops officer and I were scheduled to fly a low level nav practice, drop a practice bomb on a target in the Okinawa area, return to the ship and recover. An easy flight in normal weather and neither of us thought we would be launched but were in our flight suits, briefed and ready. Nearing the end of the day we talked about changing into a uniform to get ready for the evening meal when the call came down "Pilots man your planes."



USS Oriskany-1960 Cruise

We were soaked from the heavy rain before we got to our airplanes. We strapped in with the plane captains help as fast as possible, shut the canopy's and assumed the launch would be cancelled. However, the order to "Start your engines" came and we taxied to the catapults and were launched. We headed out on course at 330 knots below a very low ceiling, above an angry sea on our first nav leg.

As we neared our first turn point, a rather large rock, we felt if we were on course we might hit it before we saw it as the visibility was very poor. We started climbing to on top, called the ship to inform them we were going to hold on top until recovery time. The ship told us they were glad we called as they had decided the ship was pitching too much to recover us. (We knew that before we launched!) proceed to NAF Naha, spend the night and they would send a message the next day with a recovery time. They also said they would inform Naha we were inbound.

There were now six aircraft climbing toward Naha under no control for separation. As we broke into clear air at 41,000' we almost collided with two F8U Crusaders who had launched with us, there were also two other FJ4B's from our sister squadron on this unusual flight, three sections of two aircraft each, each on separate missions.

Naha was surprised to hear us check in as the weather was about 200' variable ceiling, 45 knot gusting cross wind and heavy rain. The field was closed and the ship had not notified them we were inbound.

They did locate the GCA crew and shortly they were ready and we descended in three flights of two aircraft. During the descent I witnessed something I only saw once in 2,500 hours flying USN fighters. My leaders airplane at one point in the descent was instantly coated in glare ice! I assumed mine was also but the ice was so clear you could easily see through it and almost as fast as the ice formed it disappeared.

On the first GCA at the 200' minimum altitude we were still in the overcast but my leader let us descend enough to get a peek at the runway. An exciting view as the runway was under water but the runway edge lights were visible. We decided he would land out of the next GCA & I would go around and make a GCA by myself. With so much cross wind and water on the runway we wondered if there was enough control to stay on the runway. 'Early jets,' no nose wheel steering or anti skid. I watched him land and he looked like an unlimited hydroplane but he stayed on the runway. My pass was uneventful, taxied in for parking, got out, quickly ran the canopy shut and the crew tied the planes down with cables, soaked to the skin again as we ran for Base Ops in heavy rain.

The six of us were subdued and rather quiet, in our own thoughts, as the Duty Officer arranged rooms and some food for us. The next day the weather improved to reasonable flying conditions and we returned to Oriskany. The deck was still pitching but water was no longer coming over the bow.

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## There I Was . . . Just Wanting Some Ice Cream

By John Davis DEN / SFO / TK

There I was, eating my “scrumptious” crew meal on a flight from Tokyo to Manila in a classic B747-100. We were about 90 minutes into the rather short five-hour flight when the crew interphone chimed. I was hoping that it was a call from Purser asking if we wanted some ice cream from first class, but the Second Officer who answered the call said; “Captain, you better take this call”. The Purser informed me that a woman in coach was having labor pains. Being a Man of the World, I knew about such things as I had witnessed the birth of our daughters many years earlier, so I asked how far apart the contractions were. “Well, the first one was right after take-off and then there was one more”, was the response from the Purser. The Purser also added the fact that this was the woman’s first baby. I finished the call with the request to keep me informed of the woman’s condition.

Now with these facts, I figured we could easily complete the flight rather than returning to Tokyo or diverting so onward to Manila. I then made a call to Dispatch via the HF radio to let them know that we would need to have medical assistance on our arrival and to seek any additional advice. In between the squeals and screeches on the HF, I hear something like: “Your decision to . . .”, and “we will have . . .”. No help there from Dispatch so we were pressing on.

Right after I terminated the call with Dispatch, the crew interphone chimed again. Again, my first thought was ice cream, but that was not the case. The contractions were now 15 minutes apart and they were definitely not “false”. Uh oh. OK, now was the time for the Captain to go down and assess the situation. I wandered nonchalantly to the back where the flight attendants had attached blankets to the ceiling making a very private area for the women. They seemed to have the situation well under control using the small onboard medical kit. I quickly deduced that this was something that I should leave to the experts and returned to the cockpit.

About 45 minutes later, the crew interphone chimed again. I was pretty sure it wasn’t about ice cream. It was a boy! Both mother and baby were doing fine. I quickly marked on the plotting chart our position where the baby was born. The plotting chart was presented to the new mother as a memento. We were soon in contact with Manila ATC which immediately inquired about our medical emergency. We informed them that mother and baby were well but would still need medical assistance on our arrival. As expected, we received special handling from ATC even though I never heard another airplane on approach.

What we were not expecting was the greeting party awaiting our midnight arrival. Every airport emergency vehicle seemed to converge on us as we pulled into the gate area. Camera flashes were going off from the gate area as it was packed with people wanting to see the new baby. Apparently, my call to Dispatch had triggered a news report calling for a nationwide celebration. The new mother and baby were deplaned from the rear door away from all the reporters and well-wishers, SO the news organizations gained access to the jetway and wanted pictures and interviews with the entire crew.

We finally headed to the hotel to wake up the next morning with a picture of Captain John on the front page even though the real heroes of the story were the flight attendants who so creatively attended to the birth. All we did was fly the plane.

Added: I probably should have put in the story the date of the flight which was 11/15/1990. I have the airplane # as 8055 on flight 823. The crew member info has been lost. When I first wrote the story, I put a bit about contracting UAL legal concerning the nationality of the baby, but I removed it as I thought it detracted from the actual event. I didn’t get any ice cream.

As a side note. . . . I was really, really surprised at how fast the baby came. I spent about 1 minute in the “ward” and realized that my expertise was not needed.

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## There I Was . . . Going Boldly Where No Man Has Gone Before

By Steve Wallach

...on the 727 out of San Francisco, bidding #4, pretty much working the days and trips I wanted. With young kids, that meant minimum days out, late departure/early return to base, I-don't-care-where-it-goes. That usually meant an all-nighter to Chicago, short layover and then to one of our medium sized mid-western destinations, like DSM. This particular layover was Kansas City, and believe it or not, next day non-stop back to SFO. The departure out of MCI was like 0730 so it was a 30 minute show. We did the paperwork and hustled out to the airplane. A perfunctory briefing with, which at the time was, the 'A' stew and in to the seat for setup and departure. After we took off and reached cruise, the 'A' came up and asked about our breakfasts. She took our order and then told us we had some "...very special guests on board that you guys were probably too busy to notice." I asked who they were and she said, I dunno, some famous actors coming back from some convention in Kansas City. I asked to see the manifest; James Doohan, George Takei and Nichelle Nichols, and three of the six actors from the original Star Trek series! I guess they were returning from a Trek convention.

Not to be nonplussed by celebrity (after all I was the most famous person on every airplane I Captained, ha ha), I was an avid Trekkie as were many of the pilots of my age and seniority. I certainly wasn't going to take an extended lav break to schmooze with all of the first-class passengers but how was I going to engage these folks for, dare I boldly go where no man has gone before, a picture at destination!? This was back in the day when the company was rolling out the Captain business card greeting to our high mileage customers. I can honestly say that other than this day, I never sent a business card back to anyone! On this day though, I made an exception.

I scanned the manifest and saw all three were high mileage fliers. I pulled out three of my business cards and wrote the exact same message on each: "Thanks for being a loyal United customer. Any chance of getting a picture of your crew with my crew when we arrive?" Next time the "A" was up I handed her the cards and asked if she would give them to the three 'famous actors.'

I didn't hear anything back so I figured they all had close connections and wouldn't be able to accommodate. As we taxied in, I told the S/O to open the cockpit door as soon as we chocked figuring I'd at least get to say goodbye as they exited. No sooner had the door opened than all three spilled in and were cramming their way in to the cockpit; Nichelle Nichols actually sat down on the pedestal! (I mean our engines weren't even shut down nor was the parking checklist complete!) They were all gushing about our 'office' and thanked me profusely for inviting them to the cockpit and where should we take the pictures. I said we needed to shut the airplane down and if it worked for them, maybe we could all meet in the jetway in like 2 minutes. They headed out and waited off to the side of the jetway as the rest of the passengers deplaned and we finished our checklists.

My first officer and I were the only ones interested in a photo. I got one of the F/A's to snap a couple of pictures with the small disc camera I kept for just-such-as-this occasion. Pictures taken, off they went.

As an aside, as we were posing for the pic, George Takei leaned over to me and said "Whenever I'm in the 20th century, I always travel on United." Cherry on the sundae!



# Articles

Industry related news and other articles

## Archer Aviation Receives \$10 Million Pre-Payment from United Airlines

The move validates confidence in the eVTOL sector, says the California aircraft developer.

By Thom Patterson  
August 10, 2022



Archer Aviation has increased flight tests this year of its Maker air taxi test article. [Courtesy: Archer Aviation]

United Airlines ([NASDAQ: UAL](#)) has paid Archer Aviation ([NYSE: ACHR](#)) \$10 million dollars as part of a 2021 deal to purchase 100 electric vertical takeoff and landing (eVTOL) aircraft, the air taxi developer said Wednesday.

“The payment represents a watershed moment for the eVTOL industry, validating confidence in the commercialization of eVTOL aircraft and Archer’s leadership,” Archer said in a statement.

The payment serves as a defense against skeptics of the emerging eVTOL sector who had said the provisional \$1 billion agreement between United and Archer announced in 2021 represented an easy and inexpensive ESG (environmental, social, and governance) victory. The exchange of cash puts more skin in the game for United.

“To receive a cash deposit is validation of Archer’s achievements to date, not only with flight testing and product development, but also a great signal of confidence in our roadmap to commercialization,” said Archer CEO Adam Goldstein in a statement. “We’re thankful to United for their continued partnership as we usher in this new era in air travel.”

Archer is one of a handful of startups flight testing eVTOLs in hopes of offering passengers quick, convenient, and emission-free hops over gridlocked traffic as soon as 2024. The entirely new form of air transportation, supporters say, has the potential to create thousands, if not hundreds, of new jobs for pilots, at a time when airlines are already suffering from lack of flight crew availability.

“United Airlines Ventures has invested in a diverse roster of companies working in support of our goal to reach carbon neutrality by 2050, without the use of traditional carbon offsets,” said Michael Leskinen, president of United Airlines Ventures. “We believe eVTOLs have the potential to both help achieve carbon-neutral travel and serve as an innovative new tool to change how United customers experience comfort, convenience, and efficiency during their commutes within cities across the globe.”

United isn’t the only traditional airline to invest in eVTOL. Since 2017, JetBlue Technology Ventures, a subsidiary of JetBlue ([NASDAQ: JBLU](#)), has been a major investor in California-based Joby Aviation ([NYSE: JOBY](#)), which is developing an air taxi eVTOL expected to enter service in 2024.

Other traditional carriers, including American Airlines ([NASDAQ: AAL](#)), Gol, Azul, and UPS ([NYSE: UPS](#)) have announced deals with eVTOL developers that have not yet achieved type certification for their aircraft.

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# When a spouse becomes sick

By Ellen Waldman

## Resources are available to help well spouses cope with new caregiving roles

“It’s so hard.” She paused and then said, “And lonely.”



Without intending to, I overheard an older woman saying this to a younger person. She continued to explain that her husband has dementia and she’s doing her best to cope with it. Marriages are often shaken to the core when one spouse becomes sick or disabled and the other takes on new responsibilities.

“The longer you’ve been married, the harder that is to do,” said Zachary White, author of “The Unexpected Journey of Caring: The Transformation From Loved One to Caregiver.”

Compared with adult children who care for their parents, spouses perform more tasks and assume greater physical and financial burdens when they become caregivers. Symptoms of depression as well as strains on relationships are more common. Most of the time (55%), older spouses are caregiving alone as husbands or wives come to the end of their lives, without help from their children, other family members, friends or paid caregivers.

Marriage is such a strong bond that if one partner falls seriously ill, the healthy spouse is put at a significant risk of dying, suggests the largest study yet of couples over 65. If one spouse is hospitalized, the other partner’s chance of dying increases significantly for up to two years, researchers found. It’s suggested that a couple’s combined health should be considered when treating elderly patients.

How to handle this with better outcomes requires some planning. Start with some basics. Reset expectations. Face what is being lost as a result of illness and, at the same time, focus on what remains intact. Here are some practical suggestions.

Divvy up responsibilities as much as possible. Often this is challenging as one spouse becomes less able to function and the other takes on more responsibilities. Create a list of everything that needs to be done in your household. If there are things that neither of you wants to do, brainstorm ways to find help. Expand your network. If friends and family members don’t seem to understand what you’re going through, find people who do. Be prepared to pay for this help, if you’re able.

Finding people to help might mean more than just your nearby friends. Here’s an organization that might meet that some of that need. It’s called the Well Spouse Association (<https://wellspouse.org>). This group provides support for spousal caregivers and the general public about the special challenges and unique issues that well spouses face every day. It has meetings via Zoom. Contact Carol at 503-358-5802, [christofero65@gmail.com](mailto:christofero65@gmail.com); or Deborah at 310-601-0445, for more details on attending.

Also, for those caring for someone with any cognitive impairment diseases, contact the Alzheimer’s Association. Our local representative is Lori Stanton (541-772-2230; [lstanton@alz.org](mailto:lstanton@alz.org)). The Alzheimer’s Helpline is available 24/7 at 800-272-3900, for reliable information and consultations, as well.

Too often, people feel guilty if they can’t seem to handle the new roles, responsibilities and changes of being a caregiver to their partner. They might not know what resources are available or how to consider options outside of their home. Instead of struggling alone, reach out to those who know how to help you find the resources you need now and into the future.

I’ve heard the expression, “when one person gets an illness, there are often two people suffering.” Perhaps if the woman I overheard knew about these resources, she would not feel like her life was too hard and too lonely. I hope some of these solutions might help you, too.

*Ellen Waldman is a certified aging life care professional. Submit questions about aging and Ashland-area aging resources and column suggestions to her through her website, [www.SeniorOptionsAshland.com](http://www.SeniorOptionsAshland.com).*

<https://www.mailtribune.com/lifestyle/2022/06/01/when-a-spouse-becomes-sick/>

# How Well Do You Know Your Airports Quiz?

## The Worlds Scariest Airport Codes on Halloween

Oliver Smith, DIGITAL TRAVEL EDITOR / Telegraph



Flying is scary enough without landing at an airport called "BOO", or "AGH". But to which cities do they belong? Take this quiz to find out which spooky airports you should avoid on Halloween.

This quiz is from 2016 but still fun. It uses IATA codes, not ICAO. As such, there may be more than one airport in the world with the same IATA code. [Answers on page 5.](#)

To take the test on-line: <https://www.telegraph.co.uk/travel/news/The-worlds-scariest-airport-codes/>

<p><b>1. Which airport's code is <u>BOO</u>?</b>            Bloomfield, Australia            Bouca, Central African Republic            Booue, Gabon            Biodo, Norway</p>	<p><b>6. Can't forget <u>KIL</u></b>            Jeddah, Saudi Arabia            Kilkenny, Ireland            Kilwa, Congo            Killeen, USA</p>
<p><b>2. What about <u>DIE</u>?</b>            Taraz, Kazakhstan            Dixie, Australia            Arrachart, Madagascar            Dakar, Senegal</p>	<p><b>7. Where is <u>SIN</u>?</b>            Las Vegas, USA            Sinop, Brazil            Singapore            Singleton, Australia</p>
<p><b>3. Which airport is <u>AXE</u>?</b>            Xian, China            Alexandria, Egypt            Xanere, Brazil            Azul, Argentina</p>	<p><b>8. And virus carrying <u>BAT</u>?</b>            Batman, Turkey            Chafei Amsei, Brazil            Ashgabat, Turkmenistan            Baton Rouge, USA</p>
<p><b>4. And <u>HEL</u>?</b>            Hella, Iceland            Helvetia, Indonesia            Helmsburg, USA            Helsinki, Finland</p>	<p><b>9. Which code is <u>AGH</u>?</b>            Arahuacu, Brazil            Agadir, Morocco            Angelholm-Helsingborg, Sweden            Aachen, Germany</p>
<p><b>5. What about <u>GUT</u>?</b>            Gutersloh, Germany            Guttenberg, USA            Ankara, Turkey            Gutierrez, Bolivia</p>	<p><b>10. And finally . . . which airport is <u>DED</u>?</b>            Dehradun, India            Death Valley, USA            Dijon, France            Deadman's Cay, Bahamas</p>



# Letters

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

## John R Hebbe – Fairfax Station, VA

It may not be courteous

But I've always been socially deficient anyway. Or is it socially defective? Not sure. Been accused of both.

They say that recognition is the first step towards recovery so I'm headed in the right direction.

The Rule: Never...NEVER...refer to someone else's Letter to the Editor. Rude! I know 'rude'. That's what the R in my middle name stands for.

I'm talking about you, **Jack Brown** in Tacoma. Slow reader, so it took me a good two minutes to steam through your tall tale in the [September RUPA issue](#).

I LOVED THAT STORY! I think RUPA should reprint it every year. How come some guys like you have all the luck? Seems like you were surrounded by excitement most of your life. I'm betting that Billee Jean played a BIG role in a lot of this. That's what wives keep telling us anyway. When you strike matrimonial pay dirt, there are rewards. Great read.

John, the storyteller DCAFO, et al 1968-2001

## Eric Hinshaw – Lake Wales, FL

Like all aviation, the Ag Aviation industry is really hurting for pilots. This is why I chose to get involved here after retirement. Best job I've ever had! Reach out if you're interested in a pilot seat in this exciting business.



Meanwhile, my grandson claimed my uniform.



*Eric*

I just ordered  
a life alert  
bracelet so if  
I get a life, I'll  
be notified  
immediately.



---

**Ron Huffman – Enumclaw, WA**

This is Barbara Huffman writing Ron Huffman's update.

Greetings to all,

Really not much new.

Ron stays rather healthy - he does have occasional falls.

We have only done local (WA state) travels.

Ron seems content to read and watch TV most of the days.

Our grandson in the Navy hopes to receive his aviator wings in October in Meridian, MS.

Weather and other delays have prevented an earlier winging.

We enjoy the monthly RUPA magazine filled with letters, photos, articles and other pertinent information.

Thanks to all who contribute to these publications.

We love to hear from all!

Ron Huffman

Enumclaw, WA

*For Ron, Barbara Huffmann*

**Jim Burrill – Wooster, OH**

I continue to enjoy the great articles that are printed in each issue of the RUPA news. Thanks to all who make it possible.

Like other others, I am at the age where we start reminiscing about the past. In the August issue John Rensch writes about smoking in the cockpit. I was the second officer on the Caravelle in EWR where the smoke problem was in the cabin. We flew the executive flights from EWR to ORD. All male customers, and as part of the service, cigars were passed out. The blue smoke coming through the large cockpit door vent was something to behold. During my DC-8 second officer days, I often had two smokers on Lax to the east coast and on the return. Thankyou John for having the temerity to complain.

I was shocked, reading Dan Petrovich's letter about his retiring and he had never flown a plane powered by radial engines! It made me realize just how old I must be, having flown five Pratt & Whitney radial powered aircraft and one Wright radial powered flying boat. Those were fun engines to start, especially when you got the mixture wrong and it backfired, shooting flames out of the carburetor's intake manifold. The ground crew would have a chuckle because they were observing a greenhorn at the controls. I have read a wonderful article about the sounds of starting radials vs jet engines. Funny.

In 67 I was told that I would be captain in six years. Then came the seventies with pilots being laid off indefinitely. I was most fortunate to get to keep my seat in the DC-8. One month short of twenty years I made captain on the 727. What a great plane. I sat in all three seats and enjoyed flying with great individuals including King Purton.

We are still covered by United Aetna medical coverage. I have been undergoing treatment for prostate metastatic bone cancer for the past six years. My last PSA was .012. So, I pray that it remains low, and Aetna continues to pay for the treatment which amounts to, before various discounts, eighty-five thousand per year. I have to cover a relatively small copay. I had to replace my hearing aids and received my five thousand reimbursement after a couple months. Other than that, my wife and I have been enjoying good health, which at age 87 is a blessing.

*Jim*

**Bob Dorsey – Pensacola, FL**

Birthday number 83 coming up but so far I still have all original parts and they all seem to be working although no as finely tuned as they once were. Trying to stay active with morning walks, exercise and balance classes during the week joining other elderly folks in our retirement community. I manage to keep ahead of most but occasionally a 90 year old will ace me out.

Our lives have changed in the past 18 month since Carol's stroke which leaves her left arm imobile and her left leg weak but she is improving with therapy.

We miss going to our Maine lakefront cottage which we have enjoyed for 16 years but will hopefully get there next year. A good friend and neighbor is keeping an eye on things there and reports that our neighbors look forward to our return.

Our retirement community here in Pensacola (Azalea Trace) is directly under the approach to Pensacola airport and we see the jets coming and going and I can't resist looking up to see them heading to Atlanta, Charlotte, and New Orleans. Navy jets and helicopters are also passing over doing approaches to the airport. All younger guys doing the driving now and I can only reminisce.

Oh well, it was a great career and life has been good. My only advise is for all to stay active and walk every day.

Bob HKG, JFK, IAD,HNL (TDY)

ATR DC-6, DC-7, B-707, B-720, L-1011, B-737, 747, 757,767,777, C-500, LR jet, Commercial Helicopter, Single engine land, helicopter, SK-58.



***Flown West***  
Remembering United Pilots who have Flown West

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

*\*denotes RUPA non-member*

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Gary L Hoover *	2022
Herb L Marks *	Sep 01, 2022
Patrick J. Miller *	Feb, 2017
Roy M Miller *	Aug, 2022
Steven J Sanner *	May, 2022



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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



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## RUPA Luncheon Information

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**RUPANEWS Deadline: Not later than the 15th of each month**

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### Arizona

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

Call Frank Soare: 602-690-4015 [jmandtheflash@hotmail.com](mailto:jmandtheflash@hotmail.com)

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

### California

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

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

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

MRY: Monterey Peninsula (2<sup>nd</sup> Wednesday) - To Be Announced. - RSVPs Required - 831-622-7747

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

SFO: San Francisco Bay-Siders (1st Wednesday- *Harry's Hofbrau, Redwood City, CA* 650-349-6590

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

SFO: San Francisco North Bay (1st Wednesday) 11:30 Cafe Bellini, Petaluma, CA 707 318-1338

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

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

### Colorado

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

### Florida

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

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

JAX: Florida First Coasters (2<sup>nd</sup> Tues. 1130 hrs) - *Loc TBD* - Guests Welcome, Jim Peterson 970-201-6149

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

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

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

TPA: Tampa, Florida Sundowners (3<sup>rd</sup> 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 (3<sup>rd</sup> Thursday 1130 hrs) - *The Fish Hopper, Kailua-Kona* - 808-315-7912 or 808-334-1883

### Illinois

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

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

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

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

### Nevada

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

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

Call Lyle U'ren 775-232-0177, or Jim Whiteley 775-825-3357

### New York

NYC: New York Skyscrapers (June & October) - *Rock Spring Golf Club, West Orange, NJ* - [psofman@gmail.com](mailto:psofman@gmail.com)

### Ohio

CLE: Cleveland Crazy's (3<sup>rd</sup> 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 (2<sup>nd</sup> 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 (1<sup>st</sup> Tuesday, Noon) *Broken Egg Café, Shenandoah, TX*

### Washington

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

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

### Washington D.C.

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

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

# A Look Back

United Airlines and RUPA History

**10 years ago - Oct 2012**

**20 years ago - Oct 2002**

**rupanews**  
Journal of the Retired United Pilots Association

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Journal of the Retired United Pilots Association

Volume 4 Number 10      (Journal 519)      October, 2002

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*Boeing 96  
1929 - 1990*

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

Remember last month's [RUPANEWS](#) cover? Here's a flashback sent by John Davis.



# Member Photos

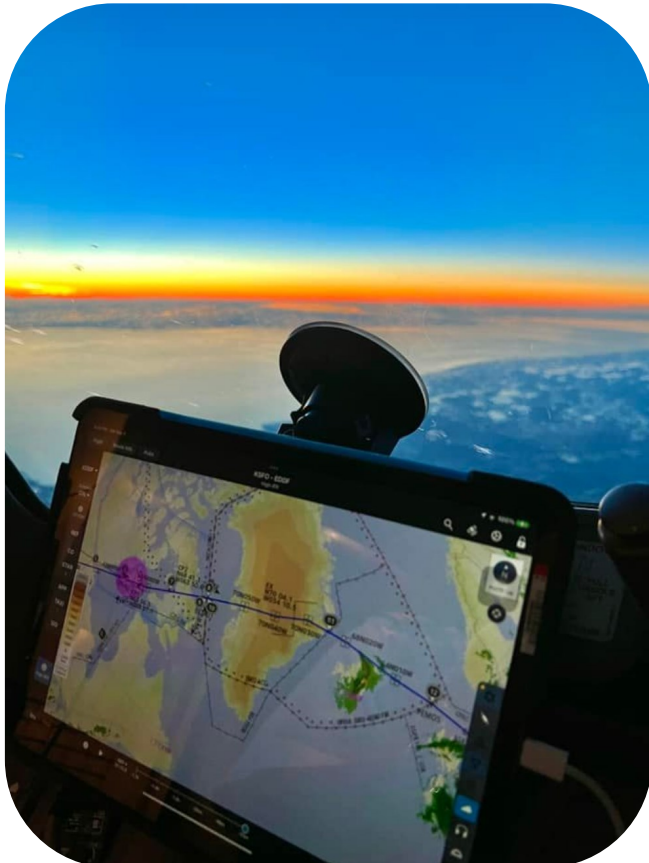
Member-submitted layover and work-related photos



Dee Hinshaw, Son Chris, Eric Hinshaw



Found this t-shirt while cleaning out the garage.  
Joe Altieri



SFO-FRA. Sep 2022. by Dano Robinson



SFO-FRA. Sep 2022. by Dano Robinson

Send Photos to  
[rupaeditor@rupa.org](mailto:rupaeditor@rupa.org)



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We've come a long way in route and WSI weather depiction.  
ORD - NRT route on iPad.

