
rupanews



Journal of the Retired United Pilots Association



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— OFFICERS —

President Emeritus: The late Captain George Howson

President: Bob Engelman.....954-436-3400.....rupapres@rupa.org
Vice President: John Gorczyca.....916-941-0614.....rupavp@rupa.org
Sec/Treas: John Rains.....802-989-8828.....rupasectr@rupa.org
Membership Larry Whyman.....707-996-9312.....rupamembership@rupa.org

— BOARD OF DIRECTORS —

President - Bob Engelman — Vice President — John Gorczyca — Secretary Treasurer — John Rains
Rich Bouska, Phyllis Cleveland, Cort de Peyster, Ron Jersey, Walt Ramseur
Jonathan Rowbottom, Bill Smith, Cleve Spring, Larry Wright

— COMMITTEE CHAIRMEN —

Cruise Coordinator.....Rich Bouska..... rbouska1@comcast.net
Eblast Chairman..... Phyllis Cleveland rupaebblast@rupa.org
RUPANEWS Manager/Editor..... Cleve Spring rupaeditor@rupa.org
RUPA Travel Rep..... Pat Palazzolo rupapasstravel@rupa.org
Website Coordinator..... Jon Rowbottom rowbottom0@aol.com
Widows Coordinator..... Carol Morgan rupawidows@rupa.org
Patti Melin rupawidows@rupa.org
RUPA WEBSITE.....http://www.rupa.org

— AREA REPRESENTATIVES —

Arizona

Phoenix Road Runners.....Ken Killmon.. flyawayk@cox.net
Tucson Toros.....Randy Ryan.....randyryan40@msn.com

California

Dana Point.....Joe Udovch.....judovch@yahoo.com
Los Angeles South Bay.....Sharon Crawford
captaincrawford@verizon.net
Monterey Peninsula..... Phyllis Cleveland
one747czi@redshift.com
SAC Valley Gold Wings.....John Gorczyca.jsgorczyca@gmail.com
San Diego Co.....Mark Mayer..mark777mayer@gmail.com
San Francisco Bay-Siders'.....Larry Wright.....Patlarry@aol.com
San Francisco North Bay...Bob Donegan.....fatherdon@aol.com
San Francisco East Bay Ruparians.....
Neil Dahlstrom 4tamdahl@sbcglobal.net
Rich Bouska rbouska1@comcast.net
The FAT Flyers.....Paul Nibur..p.nibur@gmail.com
Thousand Oaks.....Denny Fendelander ...dfend4@yahoo.com

Colorado

Denver Good Ol' Pilots.....Tom Johnston
Tom Johnston.....thomasjohnston2@hotmail.com
Stanley Boehm.....spboehm@comcast.net

Florida

N.E. Florida.....Lowell Johnston low1789@aol.com
The Ham Wilson S.E. Florida Gold Coast
October thru April,.....Lyn Wordell & Ned Rankin
Lyn Wordelllyndenw@aol.com
Ned Rankin.....nwrarkin@aol.com
May thru Sept.....Jim Morehead & Art Jackson
Jim MoreheadMoreheadjames@aol.com
Art Jackson.....arthjacks@aol.com
S.E. Florida Treasure Coast Sunbirds.....Bob Langevin
BobL34997@aol.com
S.W. Florida.....Gary Crittenden.....gicritt5@comcast.net
Tampa.....Matt Middlebrooks.....immbrooks1@verizon.net

Hawaii

Hawaiian Ono Nene's.....Larry Becker
beckerhi@hawaii.rr.com
Big Island Stargazers.....Linda Morley-Wells
Linda Morley-Wells.....lmwjet@earthlink.net
Beth Ann Raphael.....berapha@aol.com

Illinois

Greater Chicago Area Group
Bob Helfferich.....flybikebob@earthlink.net
Dick Kane.....Richaka4@aol.com
The Joe Carnes RUPA Group
Walt Fink.....ok3wire@joltmail.com

Nevada

Las Vegas High Rollers.....Andy Anderson - larssona@cox.net
Reno's Biggest Little Group.....Gary Dyer - Lyle U'ren
Gary Dyergtdtahoe@att.net
Lyle U'rencaptlvlej@aol.com

New York

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

Ohio

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

Oregon

The Columbia River Geezers—Ron Blash—Tony Passannante
Ron Blash.....rblash@mac.com
Tony Passannante.....hotshotcharley@aol.com
The Intrepid Aviators of Southern Oregon
Bob Niccolls.....bniccolls@live.com

Washington

Seattle Gooney Birds...Henry P. Kerr.henrykerr41@gmail.com

Washington D.C. Area

Washington D.C.....E.K. Williams Jr...ekwj@earthlink.net
Williamsburg, VA ...

Hampton Roads Area.....Jim Krasno krasnojm@earthlink.net

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President's Letter

I know many of you are still getting hit with severe winter storms around the country, but Spring has sprung in South Florida, a little too early for the hot weather. My car club was just involved in a big annual car show on March 3rd, and I got to hang out with members Bob Senderoff and Mike Warde. My wife and our yellow Lab, Latte, also attended. She was the hit of the show. Latte, that is. Today we sat outside at our monthly RUPA luncheon, and we had about fifteen attendees.

We all need to do a better job of writing in letters to our editor, Cleve Spring. He told me last week that he'd only received two for this issue of the *RUPANEWS*. We ask that you write in each year during your birth month. People tell me all the time how much they enjoy reading updates from old friends and acquaintances from their time at United, and for a few months after our last plea we had lots of letters, but, for some reason, they fallen off again. Please take a few minutes to send one in. This is an audience participation activity. Cleve does an amazing job finding articles of interest for us, so please do your part for all of us. We really do want to hear from you.

Have you had a chance to use the new Employee Res? Or My UA Discount for real, discounted tickets on United? They've done a nice job updating everything to make it more user friendly. There are still some glitches, but, overall, it's a much better platform. You can even mark flights to "watch" when you're planning pass travel further into the future. You can even give your dependents and/or enrolled friends their own log-on capability to list for flights, and you can limit how much they can do, such either giving permission for them to use vacation passes...or not.

Please take the time to reserve your place at our RUPA Reunion next Fall. It's the beginning of October, at Dayton, Ohio, with trips to the Air Force Museum, as well as Wright Brothers exhibits. We'll also have a reunion dinner where we'll have a chance to really swap some war stories. Kind of RUPA luncheons on steroids! You can find the "2019 REUNION" tab on our website at www.rupa.org. A lot of us have been talking about this and I know I'm really looking forward to seeing lots of you there.

Meanwhile, welcome to our newest members:

Gregory "Yumper" Black (DEN) Centennial, CO

Capt Bruce Feinstein (DEN) Denver, CO

Capt Eric Andres (EWR) Pickerington, OH

Capt Scott Gough (DEN) Parker, CO

Capt Bob Martin (EWR) Parrish, FL

Capt JR Reuther (IAH) Hilton Head Island, SC

Be safe out there. *Bob*

How to pay your RUPA dues

Go to our website www.rupa.org and pay your dues there with your credit card (Easy for you and for the Secretary Treasurer)

Or send your check to:

RUPA
PO Box 757
Stowe, VT 05672-0757

Would you like to receive the RUPANEWS by E-Mail?

If so—Please send an email to our Secretary/Treasurer

rupasectr@rupa.org

Vice President's Letter

Finally, most of the country is getting through the winter months by this time. Many people are not happy with the cold and blustery conditions, but others very much enjoy the majesty of what winter has to offer. Besides the beauty of a wonderful snow fall, there is the enjoyment of skiing on fantastic runs, riding on snow mobiles, cross country skiing, kindling a fire in the fireplace as the snow falls, drinking hot chocolate or a hot toddy, and taking long walks in the snowy woods. I live in Northern California and we even experienced a snow fall one morning that lasted all of about 3 hours. For your information where I live, it only snows about once every 4 years.

I was very happy to see that United has filed an application with the DOT to fly to Tokyo Haneda from US stations to include EWR, IAD, LAX, IAH and GUM. In a recent announcement from United, they are committed to ensuring that your personal information stays private. As increased security measures roll out across the company, United is working with their partners to ensure the same level of security applies to all your United transactions. They are enhancing security for your Benefits Resources (YBR) to better protect your YBR account. Also, for the United retirees who enjoy non-rev flying, the company has started a New United Premium Plus for long haul international flights. This is a premium economy class that should prove enjoyable if you are so lucky to be assigned one of those seats.

We are still looking for the right person to become our new editor for the *RUPANEWS* magazine. As mentioned before, Cleve Spring is retiring from this position to enjoy his new wonderful life in Oregon. Also, as mentioned before, the RUPA BOD is offering to pay \$1,000 per month for this position.

As a matter of interest, we still have availability for the RUPA Cruise this summer, but time is running out. The cruise is on one of the newer Holland cruise ships, the MS Koningsdam. Contact Rich Bouska or Jerry Poulan, the travel agent at 1-800-309-2023 ext 33 or 1-508-829-3068.

I cannot emphasize enough the great RUPA Reunion that we will be having this October 1 thru 4 in Dayton, Ohio. The information and registration for the reunion is contained in this edition of *RUPANEWS*. We will continue to furnish this information and registration until the reunion has been completed.

Again, my best to you all and hope to see you at both the RUPA Cruise and the RUPA Reunion.
Still Flying High, *John Gorczyca*

Attention Snowbirds

It has been brought to our attention that some of you are not aware that the Post Office will only forward magazines to your new address for 60 days. That is why you must notify John Rains, our Sec/Treasurer, when you head to your seasonal residents. Both your addresses are kept in our database, so it is easy for him to switch them. Please let him know by E-mail or by Snail Mail.

E-mail

rupasectr@rupa.org

Or mail to:

RUPA

PO Box 757

Stowe, VT 05672

Have you ever visited our RUPA Website?

www.rupa.org

there is a lot of good information on it

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

It sure seems difficult to believe that our FL 'Season' is almost over.....and it seems like it just started. Things sure do fly by as we get older. ☹️ We were back at Shrimper's for our March Luncheon and enjoyed our fabulous view of Manatee Pocket from the North side deck.....gotta love it.



Left to Right: Bill Cole, Andy Lambert, Les Hare (Air Canada), Dick Baese, Ted Osinski, Bob Langevin, Dave Damon and Jim Dowd. Jack Boisseau had to leave early before the picture was taken.

Anyway, the 9 of us who showed up had a very talkative and wonderful time as we usually do. We managed to solve the World's problems as they relate to Travel Planning for the Summer, Cataract Surgery, Cable TV Options, POLITICS galore ☹️ and the numerous amount of recent airline accidents.....did someone mention the B-737 MAX? ☹️

The 9 of us were served wonderfully by Megan who was very attentive and pleasant. By the looks of the empty dishes, it appeared that everyone enjoyed their food very much. Yes, a good time was had by all.

By the time that you read this, St. Patrick's Day will have come and gone but I hope that you had a GR8 March 17th and will have a Happy and Blessed Easter.

Next month we'll be back at Shrimper's again on April 9th at 11:30. So, if you happen to be in the Stuart, FL area - drop by and join us, we'd love to have you. Cheers and Best Regards, *Bob Langevin*

Phoenix Roadrunner RUPA Luncheon

Our March luncheon was held March 12th at our normal meeting place. Good to see some of our group back again after such a long time since they had joined us.

Present were Tom & Renee Libuda, John Baczynski, Leif Jonassen, Frank Soare, Dick & Pat McCormick and me.

Discussion was about a bomb threat on a flight that Frank Soare was flying. Also another threat was talked about. We had discussions about the many telephone scams that happen every day. Definitely had to mention flying stories.

Our next meeting will be on April 9th. We meet the second Tuesday of each month from fall to spring.

Ken Killmon

**I remember the words MOM always said to me
“What the heck is wrong with you?”**

The Denver Good Ol' Pilots RUPA Luncheon

On a nice spring like day March 12th 25 Good Ol' Pilots and guests assembled for a catered lunch at The Tin Cup Bar and Grill located on The Aurora Hills Golf Course. Located where? Aurora. In recognition of St. Patrick's Day our fine Caterer, Cindy, served a traditional Irish meal of Corned Beef, vegetables and boiled potatoes preceded by a fresh green salad and followed by dessert.

After lunch, Ted Wilkinson provided some humor. Next, we remembered Denis Getman who flew west on February 23. Denis was a regular attendee at our lunch meeting. Members spoke fondly of him, their respect for him and related details of his flying career at United and with The US Navy. If you do a web search of Dignity memorials/Centennial, once you find the website type in his name and you will find Denis's obituary.

Attending with Bob and Ann Blessin was Chris Wright, daughter of retired United Pilot Russ Wright. Russ was hired at Pennsylvania Central Airlines, a predecessor of Capital Airlines, in 1938. During WWII he flew for The Air Transport Command. He retired from United in 1975. Chris recounted some incidents and the pleasure of growing up in the good old days when United and dependents flew first class.

Next there was a lively discussion of the recent accidents involving the B737 Max. Active pilot RJ Wolf was in attendance. He spoke of some interesting details of the systems of that aircraft.

Attending were: Rick Bebee, Bob and Ann Blessin with their guest Chris Wright, Stanley Boehm and Marilyn Gifford, Ed Cutler, Al and Judy Dorsey, Bruce Feinstein, Tom Gordon, Dick Grant, Bill Hanson, David Horwitz, Steve Jacques, Tom and Sue Johnston, George and Vesta Maize, Dave Mandolini, Dave Murtha, Rick Steele, Ted and Rose Wilkinson. Your Scribe, *Tom*

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Greetings from the Rogue Valley to our RUPA family! Once again, we gathered at The Pony Espresso in Jacksonville to renew the bond of our Unitedness and good it was.

However, like life, we also faced some of the 'good and bad' of life as well. The Bad was recognizing the recent loss of Buddy Berlinger and LaVera Porter, Oak Porter's wife....and further, then the recent fall of Oak at his retirement residence and subsequent admittance to Rogue Valley Medical Center.

The 'good' side of it all was the addition of Cleve and Rose Spring (yes, your Editor of the *RUPANEWS!*) with their move to the Rogue Valley Manor. Cleve and I go back so many years to probably 1967 and the DC-6 with a trip ending one day in Fresno when it was so bloody hot they put huge blocks of ice into the pool.....with no apparent reduction of the water temp! It's so good to have them here in the valley and now, the best for them....learning all the great and fun stuff of Southern Oregon.

Around our table this month (actually we had two table with the ladies having their own) were:



Left to Right seated, Oak Porter, Chris and Dad Banjo Bob Keasbey, Marty Niccolls (actually a classmate of Banjo's from UC Cal Berkeley days), LeeAnn Fusco, Rose Spring and Harvey Saylor.

Standing is Oak's grandson Lance, Scot Lee, Cleve Spring, Steve Fusco, Jim Jaeger and Bob Niccolls.

Our thanks to all attending and a 'please come see us' to out there in RUPA land. Cheers, *Bob*

Southwest Florida RUPA Luncheon

Our February 11, 2019 luncheon at the Fort Myers, FL Olive Garden restaurant had 17 attendees which was an increase of one from our last luncheon. Numbers are going up! Our energetic server, Matt, provided us exceptional service, even the manager stopped by to see how we were doing - more attention than we're used to.



L to R: Faith Osborn, Shirley and Rip Curtiss, Jim Howard, Tina, the caregiver for Mamie Thompson next to her and Wallis Alves.



L to R: Gene Chapman, Bill Bowlds, Terry Bowlds, Gary Crittenden, Jim McCusker, Pat McCusker, Janice Crittenden, Marvis and Harry Long, Jim Sutton and Dot Prose.

We were saddened by the passing away of Chuck Monahan last June, as we learned from the *RUPANEWS*. He had attended our luncheon in Feb 2018 and was our former scribe about 20 years ago. At that February luncheon he amazed us with the latest technology of using his iPhone with some Bluetooth connection to his hearing aids which kicks in when the phone rings. He will be missed.

There were two ad lib speakers from our attendees.....both Harry and Marvis Long. Harry gave a most informative off the cuff presentation of his 33 missions over Germany during World War II. His aircraft was the Martin B-26 Marauder which had a six-man crew. In his training days in Barksdale, LA, they lost one aircraft every five days. He was posted to England and then about 60 miles north of Paris from where they flew their missions into Germany. He was followed by his wife, Marvis, who gave an equally informative and enjoyable discourse of her days during WWII as "Rosie the Riveter." At the young age of 18 she worked in a manufacturing plant in Pennsylvania making aircraft wings, packing a lot of different types of war materials, couldn't tell anyone what she was doing, worked in a TNT plant where her group had to wear white coveralls and they were picked up by special transport. However, enough time has passed so she told us about her wartime contributions. Truly, a great generation of patriots working to win the war!

The next luncheon is the second Monday in March on March 11, 2019 at 1130 at the Olive Garden in Fort Myers. All welcome (United and Continental)! New retirees and their spouses/partners/visiting offspring are especially welcomed.

Yours truly, *Gary Crittenden and Dot Prose.*

**COMMON SENSE
IS LIKE DEODORANT.
THE PEOPLE WHO
NEED IT MOST
NEVER USE IT.**

Ohio Cleveland Crazies RUPA Luncheon

On another beautiful sunny winter day here on the North Coast the Cleveland Crazies gathered at TJ's Restaurant in Wooster for our February meeting.



L to R standing are: Phil Jach, Linda Jach, Joe Getz, Rich McMakin, George Bleyle, Dick Sanders, Bob Olsen, Mike Holmberg, Bob Lang, Dawn Lang and our server Jennie.

Seated are: Ken Wheeler and his helper Diane Johnson. Jim Burrill arrived late and missed the picture but enjoyed the meeting with all of us.

We enjoyed lively conversation, fun stories and great food served by our server Jennie. Rich McMakin shared wonderful aviation pictures from the 1930s and 1940s. We had greetings from several of our members who could not be with us. We discussed the October RUPA Reunion planned for all members in Dayton Ohio. And we were kept laughing with jokes and stories from Dawn Lang, Dick Sanders, Joe Getz, and Kenny Wheeler. Cheers, *Phil*

San Francisco North Bay RUPA Luncheon

Well, here we go again. Another fine day in Sonoma County, a little rain, after a lot of rain and almost up to our seasonal average. Now it can stop.



L to R: Bob Grammer, Woody Lockhart, Larry Whyman, Don Madson, Dick Hanna, "Bones" Bride, Bob Donegan, Barney Hagen, Doris Donegan, John Reed, Bill McGuire, Jules Lepkowsky, and Wayne Heyerley. The Sheraton Tolay in Petaluma is where we gather and we had a good turnout of the usual suspects. The sign up for the RUPA reunion was passed around, not sure if any of us will make it but it would be a great time to visit the museums on the agenda.

The table chatter was in good spirits and our memories always seem to come alive when the story telling starts. Good times.

First Wednesday of the month, 12:00 o'clock gather and meet and greet, a lovely lunch and done by 2:00ish. Sheraton Tolay at the Petaluma marina. Come join us. Per Ardua, *Barney*

The Big Island Stargazers RUPA Luncheon

A lively group of members turned out for our February meeting, and intriguing discussions about family, flying and travels continued well after lunch was finished.



L to R: Bill Hayes, Walt Wells, Linda Morley-Wells, Linda Hayes, Winfield Chang, David Carlson, Maribeth Kuhn, Don Diedrick, Dick Kuhn, Ebby & Lex Pinson, Linde and Al Rimkus.

Regrets came from Gerry and Joan Baldwin who were in California for medical purposes, and Jon and June Boucher had flown to Las Vegas and Jamaica. We welcomed back Dick and Maribeth Kuhn who were visiting from snowy Chicago. Lex and Ebby Pinson filled us in on their recent cruise to Bali and Australia. They said there are many excellent cruise deals available if one is willing to book close to departure date. Others talked about their road trips and challenges presented by GPS to drive on obscure roads or through private property. Winfield Chang and Maribeth Kuhn spoke about their lengthy flight attendant careers and work with AFA, and discovered they were hired within one week of each other.

If you plan to visit the windward side of our island in April, please join us for our annual Hilo luncheon scheduled for April 18th. In May we will return to The Fish Hopper Restaurant on the waterfront in Kailua-Kona. *Linda Morley-Wells*

PNW Flyers RUPA luncheon

03 March, 12 RUPA members including 2 significant others assembled for a last minute (due to sketchy PNW winter WX forecasts) at the aptly named, Flyers Restaurant and Brewery @ KBVS.



L to R around the table: George Johnson, Larry Sciortino, Tad Gordon, Mike Todd, Karen Flynn, Don Lake, Cort de Peyster, Jack Baird, Don Page, Steve Barry and friend. Missing is photographer extraordinaire, Karen's Husband, Jim.

Drive in, attendees outnumbered fly in, as several have their flying machines based at Skagit airport. Long distance award went to Steve Barry, who flew in from Hillsboro OR.

Great conversation ensued including the normal flying stories and latest happenings at UAL. We would like to invite any in the Puget Sound area down to PDX area to attend for future meetings TBT. To get on the notification list write: Cortreno@aol.com. *Cort*

SAC Valley Gold Wingers RUPA Luncheon

We had a great luncheon today highlighted by the return of Ed Akin. Ed has had some medical problems in the past 9 months and has improved dramatically. He was accompanied by his lovely wife, Linda, and one of their children, Julie Bauer. Needless to say, it was so wonderful to have Ed back with us again.



Front row Left to Right: Sharon Gorczyca, Judy Zari, Viv Stolp, Ed Akin, Lindalee Akin, Julie Bauer, Trudy Engeldinger, John Gorczyca.

Back row L to R: Jim Whittington, Bill Authier, Jake Jacobson, Jerry Blalock, Jim Harty, Wayne Mooneyham, Steve McBride, Dave Ulm, Lori Muir, Ann Blalock, Andy Fossgreen, John Petts, Dale Harper, John Kallio.

We had an additional guest, Dale Harper, who is a retired United employee. Dale was sponsored by Steve McBride who happens to be his neighbor. Dale worked for United as a SAM controller and was one of the many superb controllers who gave us expert guidance when we were having mechanical issues with our aircraft. As an aside, Dale indicated to us that as a SAM controller, he had mock ups of all the United aircraft cockpits so they could relate to the pilots when they were conversing with each other.

We had a discussion of the Amazon Air flight supported by Atlas Air that crashed north of Houston. Apparently, the black boxes had just been found. We talked about how United is ensuring that our personal information stays private particularly with any transactions we have with the company. Dave Leippe asked me to inform our attendees that this is tax season and there are many scams out there that we should be very aware of. United is instituting a new premium plus economy class for long haul international flights. This will be well appreciated by our non-rev flyers that are lucky enough to get upgraded.

Well, thank you for attending our luncheon. I think a good time was had by all.

Still Flying High, *John Gorczyca*

DCA RUPA Boys Nite Out

The February Meeting of the DCA RUPA, Boys Nite Out "get together", was held on February 13, 2019, at the German restaurant, Schmankerl Stube, in Hagerstown, MD.



Attending were nine members, John King, Gary Cook, Dave Strider, Billy Sherrod, Don Reinhard, Gill Coshland, Bernie Schwartzman, Stokes Tomlin and two guests, Charlie Schwab, PAA, and Don Reinhart's wife, Cathy.

The gentleman standing is the long-time restaurant owner, Charles Sekula, who immigrated from Bavaria to the United States, in 1988. He settled in Hagerstown and opened the restaurant, featuring an Authentic Bavarian atmosphere with beer steins hanging from the ceiling and young lady servers wearing the traditional dirndl costume and the traditional special dish, Knusperige Schweinshaxe (Pork Shank). This dish was favored on our German layovers in Frankfurt!

We all had a wonderful time. The next meeting is scheduled in June...everyone will be welcomed! *Stokes*

The Greater Chicago RUPA Group Luncheon

Nick's Pizza & Pub hosted our March luncheon, and even though lots of our regulars were taking part in their annual migration to warmer climes, thirty-nine hardy souls came out to enjoy the warmth and company of good food and friends.



Our full lunch roster included Jim Boyer, George Bracke, Ed Bristow, Steve Bristow, Bruce Carey, Bill Cherwin, Ray Dash, Carl Eberle, John Eddins, Walt & Jan Fink, Jan Gawenda, Bob Helfferich, Mike Hepperlen, Jim Higbea, Denny Holman, Ted Jung, Dick Kane, Russ Kuhlen, Chip and Cindi Little, Bob Martin, Bob McCormick, Steen Munter, Howard and Marj Nelson, Pete Novak, Dave Runyan, Ole Sindberg, Gene Stepanovic, Dave & Linda Strohm, Jim Stuntz, Bill Thompson, Jim Trosky, Gus Tuit, Ken Voelker, Tom Wedel and Ron Wilson.

Bob Helfferich emceed this first group luncheon of 2019 and briefed us on the upcoming October RUPA Reunion to be held in Dayton, OH, including the tours and planned events including the banquet and entertainment. More information will be forthcoming as the date draws closer and we hope to have a goodly number of locals attending the event. Jim Stuntz brought in an old logbook he bought at an auction, and the folks who looked through this piece of history were pretty fascinated by the names in it, remembering those pilots whom we flew with.

Dick Kane coordinates our luncheon events with Nick's manager Monica, who gets a shout-out for all she does for us. Our server Tammie deserves special recognition and kudos for keeping her cool and being incredibly efficient amidst all the noise of a bunch of hard-of-hearing pilots doing hangar flying and complaining about various aches and pains.

The Good Lord willin' and the crick don't flood with all this melting snow, our next scheduled luncheon will be held at Nick's on Tuesday, July 9th, 2019---RUPA members, active pilots, spouses, significant others, and guests are more than welcome to attend. From the quill of the scribe, *Walt*

The Monterey Peninsula RUPA Lunch Bunch

The March 13th luncheon at Edgar's was very well attended! The bright sunny skies probably helped! Power was on, roads and highways were open, rivers and creeks were below flood stage, and over 100 fallen trees around the peninsula have been chopped up and removed. Some of our group were without power for three days, one of our group lost a car to a downed tree, and many of us were house bound during the storms with intermittent power.

Those attending our luncheon were our hosts Pete and Donna Walmsley, Linda Mackie, Diane Emerson, Ken and Cheryl Bohrman, Steve and Terry Filson, Diane Ellis, Brett Morris, Wayne Aleshire, Jack Cowles, Sunee Jines and her son Mark (retired Allegiant Captain), Phil Young on his annual "CPA" tax visit, Sharon Nelson, Mike McDonald, and me.

Lots of talk about the Ethiopian crash and the Atlas/Amazon crash in Texas. As we had lunch it was announced that the B-737 Max 8 and 9 are grounded in the U.S.

April 10th is our next luncheon at Edgar's. Please RSVP by noon the day before so we can notify the restaurant. Hope all of you are surviving safely with the record snow, rain, and flooding!

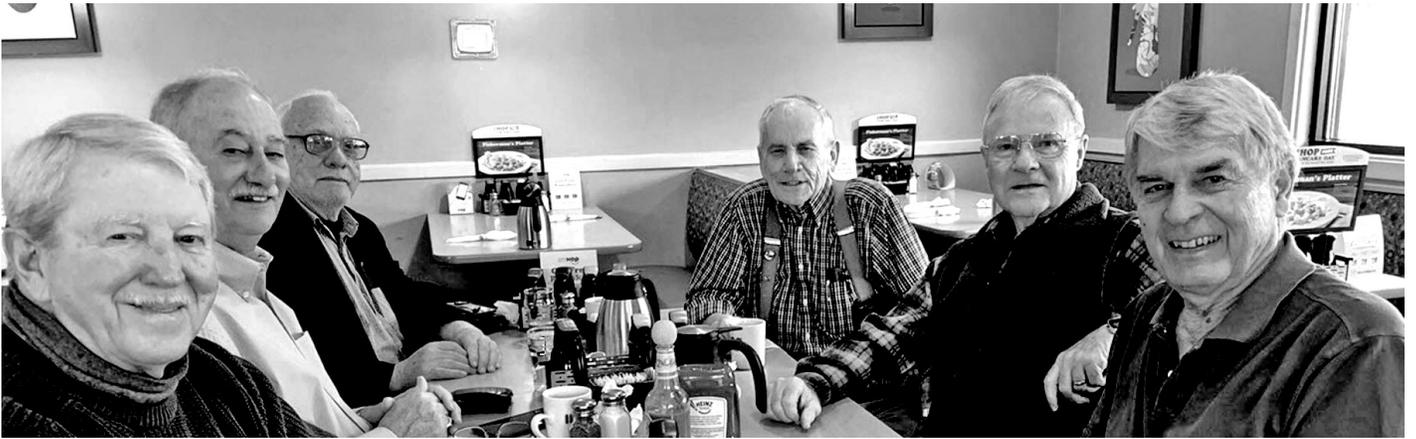
Spring is around the corner!

Phyllis Cleveland



DCA RUPA Monthly Breakfast

A small picture of the First Friday meeting of the infamous Gary Cook Group at the IHOP restaurant in Leesburg, VA on Friday, March 1, 2019, 0900 hours! This meeting is usually held on the First Friday of the month, weather permitting! This was a lucky day...the forecast called for 3-5 inches of snow....we only got a couple and the streets were clear.



Attending, around the table left to right, EK Williams, Roy Liggett, Bob Gilbert, Bill Davis, Gary Cook and Stokes Tomlin.

Mark your calendar for April or May...IHOP restaurant gives a 20% discount to ex-military! *Stokes*

Seattle Gooney RUPA Bird Luncheon

On March 14th, on a clear sunny day, unlike on the February 14th meeting with the snow, we gathered with double the attendance of the previous month. Twelve to be exact. Not a record, but still a convivial group. Our usual leader, Hank Kerr, was goofing off in Las Vegas at the NCAA Tournament and asked Alan Black and myself, Jack Brown, to MC the meeting. Not exactly a colorful group, Black and Brown.



In attendance: Bob Reid, George Brown, Jim Barber, Bill Records, Chuck Westpfahl, Jerry Ackerson, Alex Dunn, Mark Gilkey, Jack Brown, George Compton, Larry Knechtel, Alan Black.

Wives in attendance: Mary Breivick, Silvia Baird, Jan Gilkey and Margie Reid.

Jerry Ackerson told the only joke for the day. Herb Marks was not present, and he is the usual purveyor of most of our laugh hour. After downing our nourishment Jack Brown started a discussion of the recent 737 MAX 8 crash by asking all those who had flown any of the 737 models what their opinions might be about the incident. The answers centered around the inexperience and lack of proper training of the foreign pilots. We all agreed that there was a fault with the computer that will have to be corrected, but it should have been disconnected immediately. The Abu Dhabi plane crash occurred so shortly after takeoff that the crew did not have much time to think. The copilot only had 200 hours. Both crashes occurred in a foreign country and the quality of instruction is questionable. Jack Brown brought up a point from his limited experience as captain

on the early 737s that he noticed a difference from other aircraft he had flown. The 737 seemed more sensitive to thrust change and pitched up and down more than he experienced with other aircraft. Bob Reid said he had noticed that also. This brought up the discussion about the location of the engines and the change in the location with the new MAX 8s. I think the general opinion was Boeing has some work to do to trace down the problem and we will leave it at that.

Discussions were also started about the cost of college educations as many still have some in college. Bob Reid told us, as an instate student, his quarterly fee was only \$60 at UW in the mid-1950s. Jack Brown pointed out that his out of state tuition at Georgia Tech in 1950 was only \$200. Those were the days, my friends. Then the talk switched to cost of housing and how it is almost impossible for young people to buy a house.

George Compton, although still recovering from last year's tragic fall, showed us a business card with his current project, a 34' boat that could exceed the speed record. It has a 2500 horsepower aircraft engine to power it. George has always been into the races here in Seattle. Always fun to find out what others are engaged in and what turns their motor. That is one of the reasons I don't miss many meetings.

Another great Gooney Bird meeting. Hope to see more of you next month. Respectfully, *Jack Brown*

The Columbia River Geezer's RUPA Luncheon

A showery March 12 found 8 of us convening at the Clackamas California Pizza Kitchen for our monthly Gathering of Garrulous Geezers (sorry, couldn't help myself). Ron couldn't make it account having to finish up his work preparing for the Ides of March, also known as Tax Season! This photo is what I call "Beauty and the Beasts."



L to R: Bill Englund, Bill Park, Doug Howden, Shari Park, Tony Passannante, Mike Thomas, Lew Meyer, Steve Barry and Glen Correy.

We spent our time, as per usual, catching up on each other's happenings and sharing news about those who could not make the lunch this time.

Steve Barry is keeping us up to date on the progress of the ongoing efforts to acquire his DC-3 Type Rating, which has been slow account scarcity of available aircraft, or maintenance issues popping up. This is all in preparation for his joining a large group of various WWII aircraft that will be wending their way to the UK and Europe to take part in the 75th Anniversary celebration and acknowledgement of those who were participants in the massive Allied invasion and investment of the Normandy Coast, June 6, 1944.

Finally, we also had the good fortune to see Shari Park who came by near the end of our lunch to meet Bill, not to mention adding considerable grace to our group.

That's it for now, please join us if you're in the area, second Tuesday of each month, at 1100 hours, California Pizza Kitchen, Clackamas Town Center, Oregon, just west of I205, Sunnyside Road exit.

Tony Passannante & Ron Blash

The San Francisco Bay-Siders' RUPA Luncheon

We had a lighter turnout than usual but lots of lively conversation. Naturally, the first topic was concerning the 737 crash of Ethiopian Airlines. The general consensus seemed to be that there was a great emphasis and reliance on automated flight and significant reluctance to disengage the automation. After solving the 737 accident, we went on to discuss the general problems of the world and our daily lives, i.e. shingles shots, exercise, robo-calls to name a few.



L to R in foreground: Rich & Georgia Bouska, Keltie Morris, Bill Klett, Jeri Johnson and Bob Norris.



L to R in foreground: Bill Madsen, Bob Kallestad, Larry Wright, Jan McNaughton, Jerry Terstiege and Gerry Delisle. Not in the pictures is Pat Wright.

After our last monthly report was submitted, we learned of the accidental death of Charles Stamschorr. On a stormy day, Chuck was traveling on infamous Hwy. 17 between San Jose and Santa Cruz when a large limb or tree fell on the car in which he was riding. We offer our sincere sympathy to his family.

Our luncheons are always on the second Tuesday of the month – 11 a.m. at:
Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA *DL "Larry" Wright*

Dana Point RUPA Luncheon

We had a good large size group show up at the Wind&Sea in Dana Point. That is largely due to the reminder I asked Aaron Simmons to send out, similar to what he used to do for his dad, Ted Simmons, prior to his passing and Flying West. That reminder brought a total of 20 (twenty) people, and the best showing of wives along with their retiree pilot husbands we have had in a long time.

Besides Dave and Hiromi Bravender, who traveled from Maui, Hawaii, and who asked to be put on our local roster list, in anticipation of further visits and attendance, we also had the following: Rico (still active) and Merle Santa Maria, Bruce and Peggy Dunkle, John and Cheryl Arp, Corey and Barbara Ferguson, Ross (Rusty) and Debbie Aimer. Also in attendance were a new retiree, Boomer Knutson, as well as the following: Brian Kenney, Ron Dye, Joe Udovch, Bill Rollins, Bill Stewart, Jim Grosswiler and Bill Lucius, who had just recently recovered from a stroke, and appeared to be doing quite well.

I had a short email correspondence with Cleve Spring, our *RUPANEWS* editor, because I had noted that on the inside cover of the *RUPANEWS* is a list of officers, headed by President Emeritus: The late Captain George Howson. Well, I had met George Howson many years ago, when I was a student at UC Berkeley, and I made the assumption that he was the founder of RUPA, That's where Cleve Spring told me the full story.

Here's what Cleve wrote:

Hi Joe,

I knew George quite well. I actually took over his position as Sec/Treasurer after I retired. His eyesight was failing him and was having trouble doing the job. George wasn't the founder of RUPA. I'm not sure when he took over the job of Sec/Treasurer. Here is the history of how RUPA came into existence.

RUPA got its start in 1963 when Dick Petty wrote Bill Kennedy suggesting the retired pilots of UAL form a Social Organization to keep in contact with each other. At the first meeting in October 1963, Bill Kennedy was elected President, Bill Williams VP and Harry Huking Secretary Treasurer.

Cheers, Cleve

So now everyone who reads this will know what I know about the origins of RUPA.

Cheers, from your correspondent, *Joe Udovch*

San Francisco East Bay Ruparian's Luncheon

We had our best turnout ever – 13 old guys and their best girls.



Seated L to R: Jerry Udelhoven, B.S. Smith, Dick and Marilyn Sperling, and Danielle Stonelake.
Standing L to R: Neil Dahlstrom, Jon Schaffer, Rich and Georgia Bouska, Harry Stonelake, and Shirley and Lee Francis.

Today was the day the President and the FAA grounded the 737-8 and 9's, so you know what the main topic of conversation was. Most of us thought the problem was one of training, if it don't work, turn it off and fly it like we did in the old days. Goes' to show you how much we know, we all retired more than ten years ago. The hope is it is just a software glitch and the planes should be back in the air soon.

Jon Shaffer mentioned he is taking flying lessons again, this time in gliders, and it's a lot of fun. Best of all, there is no pitch problem in the gliders. B.S. related his latest trip, this time to Turkey for a glider symposium. He had an uneventful trip except for a little gun fire outside his hotel.

Additional topics of discussion were the RUPA Mediterranean cruise; there are still plenty of cabins available and the RUPA Dayton reunion. We would like to see a good turnout for the reunion where we all could connect with former crew members.

We meet at 1:00 PM on the 2nd Wednesday of every month at the Primavera Restaurant in San Ramon. Pay us a visit, all are welcome. *Rich*



Oscar Teases New Livery



Confirming speculation that arose when we previewed our new uniforms and brand color palette in recent months, Oscar announced at the U.S. Chamber of Commerce Aviation Summit in Washington, D.C., that we will unveil a more modern livery design soon.

“It’s an evolution, not a revolution,” Oscar was quoted as saying, pointing out that the changes, while exciting, will be subtle in many ways (spoiler alert: blue will remain our primary color). Aside from the new uniforms, the updated look is already evident in the interiors of our recently acquired

aircraft, like the Boeing 777-300, and in our United Premium Plus branding.

“We’ve been heading in this direction for a while now,” said Marketing VP Mark Krolick. “If you look closely, you can see new elements in many of our existing products and airport spaces. This is an exciting time at United, and refreshing the brand is an extension of that. It reflects a new era for our airline.”

Marketing plans to pull back the curtain on the new livery design soon, so stay tuned for that.

LAX proudly debuts electric bus with Eco-Skies branding



United just became the first carrier to utilize electric buses to transport airline employees to work at LAX. On March 1, our brand-new electric bus took its first lap around the circuit from the employee parking lot to the terminal and back to the parking lot airside.

“In March 2016, United became the first U.S. carrier to use biofuels on commercial flights with a historic departure out of Los Angeles, so it is only fitting that we continue that Eco-Skies commitment here in L.A.,” said Hub Vendor Manager Michelle Kostka.

With strong support from our procurement team in Chicago, United Airport Operations is partnering with Airline Coach Service (ACS) in this effort. ACS is an established provider for United but new to the LAX operation, Michelle noted, and it is already committed to providing safe, caring, and reliable transportation to our flight crews in some of our other hubs.

“We would never miss an opportunity to implement better service to transport our passengers or employees,” said LAX Hub Managing Director Lori Augustine. “This is just one more way that LAX is committed to protecting the environment and our beautiful coastline while demonstrating that we are here to win California business.”

“As a local resident and mother, I am excited that we can play a part in replacing fossil-fuel buses and have a positive impact on the Los Angeles environment,” said Southern California Air Compliance and Strategy Manager Corrie Zupo.

United Meetings makes connecting easier



Coordinating air travel for meetings, conferences, conventions or any other gathering for more than 10 people just got easier with our new United Meetings portal, which launched on March 11.

The new portal makes it simple for participants to make a request and receive flexible discounts within one business day, as well as quickly turn travel funds into rewards such as beverage coupons, travel certificates, United Club passes and memberships and more. The site also provides planners with a personalized dashboard to track the number of tickets booked, flights flown, amenity funds earned and the number of tickets

needed to reach the next amenity award.

“Our mission is to connect people and unite the world. The new United Meetings portal allows us to do just that by making it easier and more rewarding to bring people together for meetings, events, conferences and more,” said World Wide Sales SVP Jake Cefolia. “We’re listening to our customers and making changes that they ask for as we continue to make traveling and working with United better every day.”

United Fires 35+ Employees for Selling 'Buddy Pass' Perks

“Everyone does it. At all airlines. Literally everyone.” So what is... “it”... exactly? Selling non-revenue “buddy pass” travel benefits, apparently, at least according to one United employee, who shared this slightly tongue-in-cheek anecdote on the condition of anonymity.

United recently warned staff in a detailed account of fraud and theft, sometimes the airline wises up, and workers get caught. And, after having an opportunity to plead their cases and clarify the record, they’re out of a job. Here’s how United chose to explain the results of its latest investigation to staff:

United employees at the gate noticed something fishy about a particular group of nine non-revenue pass riders. The three families, who were traveling internationally, stated that they had “paid for” first class tickets — but they were on non-revenue reservations and were unable to provide the names of the employees who had provided the tickets.

Thanks to the station personnel’s quick thinking, a representative from each family was asked to provide a written statement. In those statements, they noted that they had paid between \$3,500 and \$4,000 per person for one year’s worth of domestic and international travel on United. After the nine would-be pass riders were denied boarding, they purchased last-minute revenue tickets to travel that same day.

Corporate Security initiated an investigation and ultimately not only identified the employees who had listed the nine individuals as their eligible pass riders, but uncovered a brokering scheme where employees were soliciting pass travel privileges from their colleagues to put up for sale.

The investigation showed that some of the employees involved had presented fake documentation in order to falsely list travelers as their stepparents or domestic partners. Some had solicited enrolled friend status and buddy passes from their colleagues to sell to third parties, leveraging their relationship and trust with their colleagues or their position within United to broker the deals. Some of the employees who gave up their passes received payment, while others were deceived into giving away their pass travel privileges based on the pretext that the passes were for a good friend or a relative (although even that would be against the rules).

Ultimately, more than 35 employees lost their jobs for brokering pass travel privileges, profiting from the sale of their pass travel privileges, listing ineligible individuals as relatives or providing pass travel to unknown individuals. Some claimed that they believe that what they were doing was OK, since they had pass travel privileges that weren’t being used. A quick read-through of the Pass Travel Guidelines would have told them otherwise and could have prevented them from being fired.

Your pass travel privileges are intended for use only by you and your friends or family members. While you can be reimbursed by your pass riders for any taxes, fees and imputed income for their travel, charging above that amount is not allowed — and selling pass travel or trading for goods or services isn’t either.

While this memo, which was provided to us by a source within the airline, is a lot to digest, it’s refreshing to see the airline offering a bit more transparency, especially around a topic as sensitive as corporate security investigations. As United explained to TPG, “Enjoying flying privileges is a unique and special advantage of working at an airline, and it is intended only for our employees and their friends and family. We have clear rules on flying privileges so we can all fairly enjoy this benefit.”

In my opinion, it seems clear that United hopes to discourage other employees from following suit — in addition to the lost revenue from non-compliant pass travel, it’s incredibly costly to recruit and train pilots, flight attendants, customer service agents and other workers only to fire a few dozen for breaking the rules.



All Eyes on United's Inflight Entertainment



First U.S. airline to be a finalist in the IFEC category for the Crystal Cabin Award.

First time in United history that our IFE system is a finalist for both awards.

We're excited to announce that United's newest seatback inflight entertainment (IFE) system has been tapped as a finalist for the prestigious Crystal Cabin and Onboard Hospitality (OHA) Awards.

This is the first time ever we have had inflight entertainment in the running for the "Inflight Entertainment and Connectivity" (IFEC) award from Crystal Cabin and "Best Use of Technology" from OHA.

"It's an honor for United's new IFE to be recognized for excellence on a global stage," said Inflight Entertainment and Connectivity Senior Manager Corinne Streichert. "Being selected as a finalist is a testament to the hard work and dedication that has gone into delivering this new, state-of-the-art, feature-rich system for our customers." In fact, our Crystal Cabin Award submission was one of just three finalists chosen from among 94 concepts from 22 countries.

"The design and development of a new user interface and applications for seatback entertainment, featuring several global firsts for providing a fully accessible inflight entertainment experience, has been a three-year program with many hours of design, research and testing," said Corinne. "This program is the result of collaboration with several groups across United, external vendors and customers."

Awards will be announced April 1 and 2 respectively in Hamburg, Germany.

The Crystal Cabin Award is the only international award for excellence in aircraft interior innovation and highlights innovation and significant improvements in passenger comfort. The judging panel consists of experts from the airlines, academic institutions and manufacturers, who judge based on innovation, success in the market and usability of the product.

OHA is run by Onboard Hospitality Magazine, an industry periodical read by over 14,400 experts in the field of hospitality. Those who entered were judged on innovation, quality, life-span, design, functionality and how the product adds to the customer experience categories.

Our new seatback IFE debuted on our 787-10s and is now being adapted for our other aircraft types that support the system, including our Boeing 767s, 777s, the other 787s, and most of our 757s.

United tests service on newly reconfigured 767-300



Ten crew members and 140 employees from across the company boarded one of our newly reconfigured Boeing 767-300s on March 13 to test and provide feedback on new inflight service procedures.

The mock flight, which never left the ground at ORD, simulated a trip between EWR and LHR (London Heathrow), the first route on which we will operate this version of the 767-300, with a smaller economy cabin, more United Polaris seats and the new United Premium Plus seats.

"We wanted to test our procedures around things like service flow, galley packing and cart set up, among others, on a simulated flight to ensure it all works and, most importantly, identify areas where we can make it better," said Flight Experience and Operations Director Michelle McCarthy. "The event was great; we gathered a lot of feedback from both the flight attendants on board and the employees who acted as customers."

The eight ORD-based flight attendants gave safety briefings, made announcements and provided the same meal and beverage service customers would see on an international flight. At the test's conclusion, the Inflight crew ran through what worked and what didn't. They learned, for instance, that they needed to clear customers' seatback trays between the first beverage service and the meal service to reduce clutter. As Michelle put it, that's a simple lesson, but one they may not have realized as quickly without the benefit of a live simulation, and they've updated the flight attendant reference materials for the 767-300 accordingly with that and other changes.

United Airlines spends US\$1.6 billion at LAX airport



“Our continued investments emphasize our commitment to our customers in Los Angeles as California’s global airline,” said United Airlines Chief Operations Officer Greg Hart, commenting on the \$1.6 billion spent on investing at Los Angeles Airport (LAX).

The airline recently completed nearly \$600 million in renovations to its terminal at LAX, and today, United Airlines and Los Angeles World Airports (LAWA) broke ground on a state-of-the-art Technical Operations Center (TOC) at Los Angeles International Airport.

The new facility will include two connected buildings – a ground service equipment and facilities maintenance building and a line maintenance hangar, including an engine support shop that will focus on the aircraft’s Dreamliner fleet. The commencement of this \$352 million TOC pushes the airline’s investments at its Los Angeles hub to nearly \$1 billion in recent years.

The new TOC will consolidate two facilities that United currently operates at LAX that are located a mile and a half apart, improving efficiency with not only moving aircraft around the airport but with transporting employees, parts, tools and other supplies – ultimately leading to a more efficient operation for customers. The TOC will be located near the airline’s terminal and stand at 407,408 square feet. The facility’s hangar will be able to accommodate up to six narrow-body or two widebody aircraft at a time, supporting United’s 150 flights that depart from LAX every day. The TOC will help United’s growing operation in Los Angeles by continuing to deliver an on time, safe and reliable operation.

“This modern, world-class facility will create more than 800 jobs in L.A. during the construction process and will be home to more than 500 United employees once it is completed,” said Greg Hart.

“Los Angeles World Airports and United Airlines have a shared vision for modern and efficient facilities,” said Deborah Flint, CEO, LAWA. “United Airlines’ new LAX Technical Operations Center integrates state-of-the-art technology and a modern design that complements the transformation that is taking place across LAX. This project will create hundreds of local jobs and bring us one step closer to the Gold-Standard airport that Los Angeles deserves.”

United is also investing in additional maintenance facilities at key airports around the country. Tampa airport authorities recently approved a ground lease for a new hangar that will have room for two Boeing 737MAX aircraft. The airline is also continuing construction on an expansive new technical operations center at Houston’s George Bush Intercontinental Airport, which consolidates the airline’s maintenance operations in a complex that provides greater efficiency and flexibility. United is also moving into a new hangar in Portland, Oregon and working with the City of Chicago to create a new hangar as part of the O’Hare Modernization Program.

RUPA Business Hours

We are open

We are open for business most days about 8:30 am. Some days as early as 6 or 7, but occasionally as late as 12:30 or 1, but usually around 9 unless it’s later.

We are closed

We close at 5 or 6, sometimes at 4. If all hell breaks out at home we close at 3. Occasionally we’re open as late as 11:30 or 12 am, depending. Some afternoons, mornings or entire days we aren’t even here at all, but lately we’ve been open all the time, except when we’re closed, really we should be here then too, unless we left early.



2019 Rupa Reunion Information & Registration

It has been more than ten years since RUPA held a national event. We have decided it's time to get together once more to renew old friendships and, perhaps, make new ones. We are going to meet in Dayton Ohio, Tuesday October 1st thru Friday October 4th of this year.

We will be staying at the Holiday Inn Fairborn, 2800 Presidential Dr., Fairborn, OH. We have a room rate of \$111 per night plus tax, which includes breakfast. Call the hotel directly to the reservation department at (877) 390-5931 to make your reservation. You must identify yourself and request the group rate for RUPA, (Retired United Pilots Association.) This will insure that you will receive the correct rate and that the Association receives credit for your room in our block of rooms. This rate can apply three days prior and/or three days after the reunion with advanced reservations and which also includes complimentary parking. (Your spouse or significant other is welcome to attend. Additionally, if you would like to bring a family member or friend, they are also welcome.) The cutoff date for rooms at the hotel is 09/01/2019.

Oct 1: Registration and Welcome Reception.

Oct 2: Breakfast at the hotel. Board the bus to visit the Wright Brothers Museums, to include the Wright Cycle Company and Visitors Center, Wright Company Factory, The Wright Brothers Aviation Center and the Huffman Prairie Field Interpretive Center. Lunch will be on your own at the Carillon Brewing Company featuring food and beverages that were popular in the Dayton area during the 1800's. Dinner will be on your own.

Oct 3: Breakfast at the hotel. Board the bus to visit the United States Air Force Museum. There is so much to see here, one day will hardly do it justice. Free guided tours are provided. Lunch will be on your own at the museum. That evening will be the RUPA banquet/dinner. It will be held at the Holiday Inn Fairborn in the Lindbergh/Earhart Room. Entertainment will be provided as well as a guest speaker and group photo.

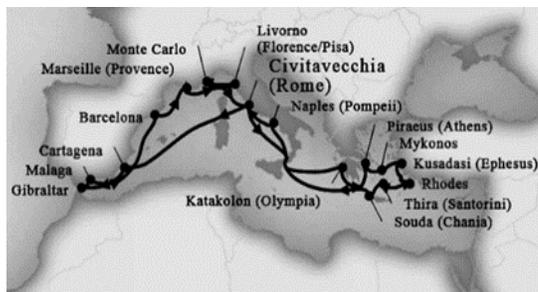
Oct 4: Breakfast at the hotel and farewells.

Now, for all of this to work we need your cooperation. First, we would like you to register as early as possible so that we know if we have enough rooms in our block for everyone who wishes to attend. Second, we need to know how many of you will be going on the tours, so we have enough buses for all. And third, we need to know how many will be attending the banquet/dinner. At the present time we have a Banquet Room reserved for 120 people, and that is a tight fit. A larger room is available, but we have to know before it is spoken for.

If you plan to attend, please forward the registration form to John Gorczyca. Thank you in advance for attending. This reunion should be a wonderful experience for us all and we know you will have a great time.

Rich Bouska, and John Gorczyca, Co-Chairman

2019 RUPA Cruise



The next RUPA cruise will go around the Mediterranean in July of 2019. We did a cruise similar to this nine years ago and it was very popular. Many things began in the lands that rim the Mediterranean, from the start of democracy to the Italian Renaissance to Western civilization itself.

This cruise is broken down into three options. The first option, to the east of Rome, is a 12 day cruise from Rome to Greece for stops to visit Olympia, a 2 day visit to Athens, and then on to the island of Mykonos. The ship then continues to Ephesus, Turkey before returning to the islands of Rhodes, Santorini, and Crete. There will be a stop in Naples to visit Pompeii on the return back to Rome. ***(This is a slight change to the original Itinerary as the ship will no longer stop at Sarande, Albania and will instead stop at Ephesus, Turkey)***. The second option, to the west of Rome, is a 10 day cruise that departs Rome for Cartagena Spain, then on to Gibraltar British Territory. It then continues to Malaga and Barcelona Spain, Marseille France, Livorno Italy (Florence/Pisa), and Monte Carlo, Monaco on the return to Rome. The third option is to put the two together for a 22 day cruise. This itinerary has a lot going for it. You will be able to visit the Acropolis, wander through Rome, visit the Pantheon and the Colosseum, enjoy the view from the top of the Rock, and walk the pristine beaches of the Greek islands. The biggest advantage of a cruise is your hotel room goes with you, no packing and unpacking as you travel from city to city with all your meals and entertainment included. We will be traveling aboard the MS Koningsdam, one of the newer and larger ships of the Holland America Line. The ships of the Holland Line are considered mid-size and the Koningsdam is nowhere near the size of mega ships on other cruise lines.

The reason for the timing of this announcement at this time is many of us like to make our vacation plans a year in advance. As has been said before, the early bird gets the worm. In the cruise industry, many of the better cabins are snapped-up well before the sailing date. On our last cruise to Normandy, several of our members were unable to go because they waited too long to sign up.

Sample pricing per person for this cruise is as follows

For the 12-day cruise to the east of Rome departing July 7, 2019:

Inside \$1,449 Outside \$1,799 Verandah \$2,099 Suites \$2,449 Port charges are \$129 pp

For the 10-day cruise to the west of Rome departing July 19, 2019:

Inside \$1,349 Outside \$1,699 Verandah \$1,749 Suites \$1,999 Port charges are \$110 pp

For the 22-day cruise departing July 7, 2019:

Inside \$2,699 Outside \$3,399 Verandah \$3,799 Suites \$4,399 Port charges are \$253 pp

Other categories are available. Once again, we are working with Jerry Poulin at Jerry's Travel Service. If you have questions, please call him at 1-800-309-2023 ext. 33 or 508-829-3068 or gpsp@aol.com for the latest prices and information. If you sign up for either the 10 or 12-day cruise he will give you a \$100 onboard credit per cabin; for the 22-day cruise he will give you a \$200 onboard credit per cabin and a Pinnacle Grill Dinner. We will have a cocktail party near the beginning and near the end of the cruise.

For All: A deposit of \$600 pp is due at time of booking and the final payment is due by April 23, 2019. The deposit is fully refundable up to the time of the final payment. If lower prices become available, you will be rebooked at the lower rate. Prices are subject to availability and subject to change until booked. Everyone is encouraged to look into trip insurance. If you are unfamiliar with cruising, Category refers to the type and location of the cabin on board the ship. To check the various categories, go to hollandamerica.com, click on the "Experience" on the home page, then click on "Our Ships", scroll down to Koningsdam, click on "View ship details" and scroll down to "Deck plans." The deck plans show the layout of the ship and location of the cabins by category and cabin number. Submitted by: Rich Bouska

Additional Cruise information

From time to time Holland offers specials that become available, but it is difficult to list them due to the submission and publication dates of each issue. For this reason lower prices may be available than those published. Call Jerry for the best up to date prices. He will always reprice current bookings if lower prices become available.

I would like to highlight some of the points of interest that will be available along the route of this cruise. First of all is Rome, if you haven't been to Italy, Rome is a must see. You will have three opportunities to visit the city; arrive a day or two early to adjust to the time zone and see the sights, the mid cruise break when the ship returns back to Rome for a day after the first twelve days of the cruise, and after the cruise is completed. Rome is virtually one large outdoor Roman architectural museum. One should at least see the Colosseum, the Roman Forum, the Pantheon, the Arch of Constantine, and St. Peter's Basilica. You may also want to visit the Spanish Steps, Trevi Fountain and several Gelato shops to keep your energy up.

The first port of call in Greece is the small fishing village of Katakolon, the closest port to Ancient Olympia. Here you can step back in time, 2,000 years into the past, to the days of the original Olympic Games. Temples, treasury, porticoes and statues, as well as the Temple of Zeus with its forty foot statue all stood here. You will be able to see all the ruins and fill in the gaps with your imagination. Near the pier at the port is the Museum of Ancient Greek Technology. It holds 200 operating reconstructions of mechanisms and inventions of the ancient Greeks.

No modern metropolis is more steeped in myth than Athens, Greece. From the gritty port of Piraeus, gateway to Greece's fabled isles, to the Parthenon, eternal symbol of Western civilization; Athens has attracted scholars and visitors for centuries. This heritage is still very much alive for modern visitors to Athens. Ancient stadiums and temples stand alongside apartment blocks while modern performances are staged in the marble amphitheaters where Greek drama was born. All this and millennia-old monuments are scattered in the archaeological park that circles the Acropolis.

From ancient wonders to holy sites, there are few ports in the Mediterranean as magical as Kusadasi Turkey. It is the gateway to one of the most legendary cities of the ancient world: Ephesus, a UNESCO World Heritage Site. St. Paul preached in its Great Theater, while the façade of the Celsus Library survives as a testament to the city's role as a center of learning and culture. You will be able to walk the streets amongst the ruins of this once great city. Not far from Ephesus, the Temple of Artemis (also known as the Temple of Diana), one of the Seven Wonders of the ancient World, once stood. While it no longer stands, it is possible to walk amongst its foundations and the remains of its towering columns. Other historic sites can also be found nearby: The House of Mary is believed to be the home of Jesus's mother at the end of her life, and the Basilica of St. John, constructed in the 6th century, marks the location of his tomb. (Like Mary, he spent his final years in Ephesus.) A day here is a day spent in the company of some of antiquity's greatest figures.

Cartagena is home to the second-largest Roman amphitheater on the Iberian Peninsula. The amphitheater was discovered in 1988 during the clearing of rubble and has been restored to its former magnificence. The city is much more than just spectacular ancient ruins; there are striking Art Nouveau buildings, neoclassical churches and ultramodern edifices throughout the city. Here you will find many opportunities to shop for local and regional artisan wares or to sample the friendly tapas bars, or if you are so inclined, Paella is widely available and worth a try.

Gibraltar, British Territory: we all know of the strategic value of Gibraltar, generally known as the "Rock". But did you know it offers a fascinating mix of cultures that include Moorish, Spanish, Italian, Portuguese and English influences (among others)? This tiny British Territory is most famous for the giant Jurassic limestone rock soaring above the territory's main commercial and residential areas. The Rock contains an abundance of history (military and otherwise), not to mention significant flora and fauna, and a labyrinth of caves and tunnels which can be visited. Venture into Gibraltar's densely populated streets for Spanish, British, Middle Eastern and Italian cuisine, as well as tax-free shopping on everything from luxury brands to handmade arts and crafts and artisanal edibles. There are also historic and holy places in Europa Point, and the Museum of Gibraltar provides an opportunity to learn about the region's history and prehistory.

It's difficult to point out highlights on a cruise like this one when the whole cruise is a Highlight. I hope you are able to find your own particular favorite.



Chinese MA700 turboprop will roll off production line in September



China-developed MA700 turboprop aircraft has entered the trial-manufacturing and test phase, state-owned Aviation Industry Corporation of China (AVIC) announced today. The first MA700 is expected to roll off the production line this September.

The MA700 is the third member of China's "Morden Ark(MA)" regional airplane family following the MA60 and MA600. The AVIC is striving to conduct the maiden flight by the end of 2019, said AVIC. It is developed by the AVIC XAC Commercial Aircraft (AVIC XACC) in Xi'an, in northwest China's Shaanxi Province.

By the end of 2018, the company started the major parts assembly work of the plane's nose, forebody and cargo, and its wings are already in parts assembly.

The MA700 turboprop is designed with a maximum speed of 637 km per hour and a single-engine ceiling of 5,400 meters.

The model is adaptive to airports with high temperatures, high altitudes and short runway conditions. It is capable of operating in complex air route conditions. To date, it has received 285 intended orders from 11 customers at home and abroad.

Boeing Unveils 777-9 To Employees

Boeing revealed the 777-9, the latest version of the 777 series. Although the aircraft was set to be unveiled publicly on the 13th of March, the fallout of the fatal Ethiopian Airlines 737 MAX crash forced the company into making the unveiling quieter by unveiling it to employees only. The aircraft will fly later this year and enter airline service in 2020. It is a longer version of the current 777-300ER with a bigger wing and very efficient new engines. Takeoff weight will be identical to the 777-300ER (775,000 lb). The 777-9 will carry about the same payload as the 747-400 (about 415 passengers in three classes) using only two engines for reduced fuel consumption and lower maintenance costs.

At 252 ft, the new aircraft will be the longest airliner ever produced (length of the 747-8i is 251 ft and the Airbus A380 239 ft). The wingtips on the 777-9 will fold upward for ground operations, reducing the span from 235 ft to 212 ft. The wingtips will fold flat before takeoff and be folded after landing. These wings are 10 feet wider than those on the 747-8i.

The larger wings are made of carbon fiber reinforced plastic (CFRP) instead of aluminum and they are significantly more flexible (as on the 787). High efficiency wings allow lower thrust engines to be used in order to carry more passengers over a greater distance using less fuel.

The GE9X-105 engine used on the 777-8 will be larger than the current GE90-115 engine used on the 777-300ER (the fan is over 11 ft in diameter). It will produce 105,000 lb of thrust, equivalent to about 130,000 horsepower. Each engine with its pylon weighs about 40,000 lb.

The 777-9 will have the largest passenger windows on any current airliner, and it will have increased pressurization and higher humidity for a more comfortable passenger environment. The passenger cabin will be about 4 in wider due to reshaping of the interior sidewalls.

In two years, the 777-8 will be rolled out. It will be a shorter version of the 777-9 carrying 50 fewer passengers about 1,000 nm further. Boeing has accumulated over 350 orders for the 777-8/9 plus additional options. List price is over \$400M, without gas



HondaJet Most Delivered Aircraft In Its Class For 2nd Consecutive Year



GREENSBORO, N.C., Feb. 20, 2019 /PRNewswire/ -- Honda Aircraft Company announced today that the HondaJet was the most delivered aircraft in its class in 2018, based on numbers provided by the General Aviation Manufacturers Association (GAMA). Last year, 37 HondaJets were delivered around the globe, marking the second consecutive year the HondaJet has been the most delivered very light jet.

"We are proud that our customers continue to choose the HondaJet for its unrivaled performance, efficiency and cabin comfort. This, along with our strong global dealer network, has made the HondaJet the most delivered aircraft in its class," said Honda Aircraft Company President & CEO Michimasa Fujino. "The HondaJet finishing as the most delivered aircraft for the second consecutive year is a testament to our team's dedication to developing cutting-edge technologies that improve the lives of our customers around the world."

Honda Aircraft Company has fully transitioned its aircraft production line from the original HondaJet to the HondaJet Elite and will continue to offer the performance package developed by the Advanced Performance Modification Group (APMG) for the original HondaJet. The company expects to maintain production of four to five aircraft per month.

Throughout 2018, Honda Aircraft Company marked several major milestones, including the introduction of the HondaJet Elite, the creation of the APMG performance package and the customer delivery of the 100th HondaJet. The company also received the American Institute of Aeronautics & Astronautics' (AIAA) 2018 Foundation Award for Excellence for setting a new standard in business aviation with the HondaJet.

In 2018, the HondaJet Elite received type certification from the Japan Civil Aviation Bureau (JCAB) and delivered the first aircraft to a customer in Japan. The company also increased its global footprint to several additional regions around the world with new dealers and type certifications, including Argentina, India and Panama.

The HondaJet Elite is the fastest, furthest and highest-flying plane in its class. The HondaJet Elite incorporates Honda Aircraft's many technological innovations, including the unique Over-The-Wing Engine Mount (OTWEM) configuration, Natural Laminar Flow (NLF) nose and wing and composite fuselage. These advancements contribute to the aircraft's superior performance, unparalleled efficiency and maximized fuselage space, making the aircraft's cabin the largest in its class. The HondaJet Elite cabin features a full service galley, a private lavatory with optional belted seat and an exclusive Bongiovi sound system. The aircraft sets the gold standard in safety and human-machine interface technology with an ergonomically designed cockpit and enhanced customized Garmin® G3000 avionics suite. Honda Aircraft continues to be committed to the improvement of lives through personal mobility while living in a sustainable society. The HondaJet Elite remains significantly more fuel efficient and emits less greenhouse gases than all other similarly sized twin-engine business jets. Certified for single pilot operation, the HondaJet Elite continues to live up to the company's reputation for superior performance, efficiency, quality and value.

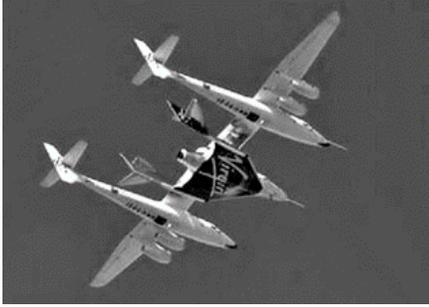
Russia to debut MC-21 narrow-body passenger aircraft

New Russian-made narrow-body jet, Irkut MC-21-300, with a passenger interior will make its public debut at this year's Moscow International Aviation and Space Salon (MAKS 2019), which runs from August 27 to September 1. The presentation will "visually demonstrate to potential customers and future passengers one of the most important competitive advantages of the Russian airliner – an increased level of comfort," Russian Minister of Industry and Trade Denis Manturov said as cited by the plane's producer, the United Aircraft Corporation (UAC).



On Saturday, the third MC-21-300 test aircraft made a successful maiden flight at the airfield of Irkutsk Aviation Plant, a branch of the UAC, the company announced. No incidents were reported during the 90-minute flight, with speeds of up to 500kph at an altitude of 3,500 meters. The fourth jet of the same model will start test flights later this year. The Russian-made narrow-body airliner, which is set to complete certification tests by 2020, is a potential competitor to medium-haul jets.

First Test Tourist in Space



Richard Branson is celebrating after a Virgin Galactic rocket plane reached the edge of space with a test passenger on board – the first tourist in space.

Virgin Galactic’s chief astronaut instructor, Beth Moses, joined pilots onboard SpaceShipTwo VSS Unity to evaluate the customer experience and cabin. She will train future space tourists.

The WhiteKnightTwo carrier airplane took off from the Mojave Air and Space Port in California. Then at around 44,000 feet, the SpaceShipTwo passenger craft was released and sent 55 miles above Earth, considered the edge of space.

British billionaire Richard Branson has more than 600 people from 58 countries who have laid down deposits to become a space tourist, including the likes of Leonardo DiCaprio and Justin Bieber.

For \$250,000, passengers will go on a 90-minute flight and be able to view the curvature of the Earth as well as experience a few minutes of weightlessness.

World’s First Hybrid Cruise Ship Completes Sea Trial



Hurtigruten’s MS Roald Amundsen is nearing completion at Kleven Yard. This weekend the world’s first hybrid powered cruise ship completed her first sea trials in the fjords along the western coast of Norway. With Norwegian fjords as testing ground – and the famous Sunnmøre alps as a spectacular backdrop – MS Roald Amundsen’s advanced, green technology was put to a test in the waters off Kleven Yard in Ulsteinvik, Norway, over the weekend. “I am very pleased with the results of the sea trial. The Kleven employees, along with our sub-contractors, has done a great job leading up to the successful sea trial,” Kleven CEO Olav Nakken said after MS Roald

Amundsen’s return to the yard Monday morning.

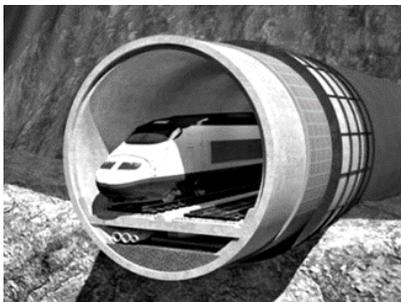
Custom built for some of the most extreme waters on the planet, MS Roald Amundsen is currently undergoing final outfitting alongside her sister ship MS Fridtjof Nansen at Kleven Yard in Ulsteinvik, Norway.

The advanced hybrid powered expedition cruise ships, accommodating 530 guests, feature groundbreaking green technology such as battery packs and specially designed ice-strengthened hull. Both ships are designed and constructed with sustainability at core of every detail.

“With several sustainable innovations and this being a highly technical complicated ship, it is important for us to verify that all systems work as planned,” project director Asbjørn Vattøy at Kleven says – adding that the yard is in a hectic period as the on board interior is about to be completed.

After delivery this spring, MS Roald Amundsen’s maiden season includes expedition cruises along the Norwegian coast, to Svalbard and Greenland, before traversing the legendary Northwest Passage and heading south to Antarctica.

China Invests €15 Billion In World’s Longest Undersea Rail Tunnel



An ambitious train rail link, designed to connect the Finnish and Estonian capitals through the bottom of the Gulf of Finland, has attracted €15 billion (\$17 billion) from China-owned Touchstone Capital Partners.

Finest Bay Area Development Oy inked a memorandum of understanding with the Chinese fund, which sponsors Beijing’s Belt and Road initiative, to provide funding for the Helsinki-Tallinn tunnel, the company announced. One-third of the €15 billion funding will come as a private equity investment, with Touchstone taking a minority share in the project, and the remaining two-thirds as debt financing.

The 103-kilometer tunnel, designed to connect the Helsinki-Vantaa airport and the Tallinn airport with two stations in between, is one of Europe’s largest infrastructure projects, according to project leader Peter

Vesterbacka.

“Touchstone has extensive experience in financing similar large private infrastructure projects,” co-founder of Finest Bay Area, Kustaa Valtonen, said. He added that the company is looking for “fully balanced financing solution” and aims to secure European, Nordic, and Finnish capital investments.

Earlier, the firm said that the tunnel will cost around €15 billion, and Touchstone’s help can fully cover the costs. Last year, Dubai-based construction company ARJ Holding agreed to provide €100 million funding for the train link, which is planned to cut the travel time to around 20 minutes from the two-hour ferry ride used by tens of thousands of commuters.

Though construction of the undersea tunnel has not started yet and it is not scheduled to be operational until 2024, tickets for the ride have been available since December. A one-way ride will cost passengers €50, while an unlimited annual subscription voucher is being sold for €1,000.

Beijing has been investing in multiple projects around the world via its multi-trillion-dollar Belt and Road Initiative (also known as the One Belt and One Road Initiative). The project aims to boost connectivity and cooperation between East Asia, Europe, and East Africa.



8th JUNE 2019

Lovely Ladies Dashing Aviators Airplane Stories

CRAZIE’S Summer Fete

Directions (you should know by now)

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

or

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

To Great Northern Exits, Take Exit 6A South on

Rte 252 (Columbia Road) to the German Cultural Center

(approximately 2 miles) on Right. Turn East, Parking will

be along the street or at our house in the driveway.



CLEVELAND CRAZY Flight Attendants and Operations Folks are always welcome!

At Richard and Carol McMakin’s Home

24926 Nobottom Road

Olmsted Township, OH 44138

RSVP to Carol or Richard--Phone: 440235-7595 E-Mail: rmcmakin@sbcglobal.net

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

WE ASK THAT YOU BRING A DISH TO SHARE AND ANY CONDIMENTS, WHICH MIGHT BE APPROPRIATE. **PLEASE** BRING YOUR OWN BEVERAGE SELECTION. HOWEVER, AN **EMERGENCY** SUPPLY OF BASICS WILL BE AVAILABLE.

Women: Five times equality won in aviation during 2018

By Bart Noëth



It's a sad fact that, with a few exceptions, when flying travellers are still most likely to encounter women in public-facing service roles, such as flight attendants or at check-in. According to research from the International Society of Women Airline Pilots (ISWAP) women make up only 5% of pilots across the globe, and only 3% of airline CEOs.

But as 2019's International Women's Day approaches, flight and travel comparison platform Netflights is highlighting how a #balanceforbetter was achieved in the aviation industry in 2018, including the first appointment of a female CEO by a major airline, an increase in female pilots, and how a

group of female airline technicians are challenging the idea that the only place for women on planes is a 'Trolley Dolly'.

Five big moments for women in aviation during 2018

1) Air France hired their first ever female CEO

In December Air France appointed Anne Rigail as its new CEO, making her the first woman to ever take up the prestigious role in the airline's 85-year history. Prior to her appointment, Rigail had been Air France's executive vice president.

Rigail is seen as a force to be reckoned with, with her predecessor, Benjamin Smith, describing her as a "strong professional within the industry". Her brief? To completely transform Air France.

2) India had the more female pilots than any other country

In the UK around 4.77% of airline pilots are women – however in India it is more than double this at 12.4% – that's according to the ISWAP.

3) Zoom Air had the highest number of female pilots

Data from (ISWAP) highlighted that regional Indian airline Zoom Air has the most female pilots of all airlines worldwide. They employ nine female pilots out of a total of 30. IndiGo has the second highest percentage of women pilots at 13.9%.

Bottom of the list is Norwegian airlines – they only had 1% of females in the cockpit, in comparison to the global average of 3.2%.

4) The Nancy Bird Walton initiative launched

In late 2017 Qantas announced the launch of a new initiative named after pioneering Australian aviator and the founder and patron of the Australian Women Pilots' Association, Nancy Bird Walton. The aim of this was to commit to a 20 per cent intake of qualified women during its 2018 Future Pilot's Program.

5) Chix were Fix-ing airplanes

The 'Chix Fix' are a group of female technicians from all over the USA. They formed together in 2018 to compete as the first all-female commercial airline team in the Aerospace Maintenance Competition. They did so with the hope to raise awareness all over the world that aircraft maintenance is a career path for people of all genders.

Paul Hopkinson, Marketing Director from Netflights said: "It's ridiculous to think that women can't or shouldn't be able to contribute to any aspect of aviation on equal terms as men. We're very pleased, this International Women's Day, to celebrate just a few examples of how outdated practices were challenged last year. But the industry still has a long way to travel and needs to use those examples to show other women that this is a place where they can achieve anything."





United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

DATE JULY 28, 1937

PILOTS'
REGULATIONS

EQUIPMENT - 3

PAGE - 1

ORDNANCE EQUIPMENT

1. We are required to provide firearms for the protection of mail and express whenever same is in our custody.
2. Ground personnel responsible for loading and unloading mail and express at regular stops have been properly armed to comply with this regulation.
3. Revolvers have been mounted and sealed in the pilot's cab on Douglas and 247-D planes for use in emergencies or when landings are effected at points other than regular stops.
4. Revolvers are mounted with a full clip of ammunition but with no bullet in the barrel.
5. Whenever necessary to break the seal and use the revolver, pilot will make a report of the incident so that revolver may be removed at next service station, properly conditioned, and returned to the pilot's cab.

8. Guarding Plane

A plane, whether with or without cargo, will never be left unattended unless unavoidable. When necessary for the crew to leave a plane, a competent armed guard should be employed.



rdnance Regulations for Pilots in the 1937 Pilots' Regulations Manual.

Marvin Berryman DENTK Ret. - Please mail your tax-deductible monetary contributions to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207.

Pearl Harbor Pilot Overcame 500 Bullet Holes in His Plane

By Bob Sigall



In April I wrote about two pilots who took off and engaged the attacking Japanese Zeros on Dec. 7, 1941. Army pilot Lt. Kenneth Taylor and his friend George Welch were still wearing formal clothes from a function at the Wheeler Officers' Club the night before.

Another pilot, Lt. Phil Rasmussen, took off in his pajamas with three others, shot down at least one Zero and landed safely despite over 500 bullet holes in his plane. He told his story at the USS Arizona Memorial in 2003.

Rasmussen began recounting the story starting with Dec. 6 when he and Joe Powell, a pilot friend, headed for Honolulu in his 1940 Chevy convertible, with the top down.

“We had dates in Honolulu. We picked up the girls, and we went to Blowhole, which is a pretty wild place to be swimming.”

He's referring to Halona Beach Cove, better known as Eternity Beach, which was made famous in the movie “From Here to Eternity.”

“We spent the afternoon at Blowhole swimming and drinking beer and having a good time. That evening we went to Trader Vic's, which was the only nightclub in Honolulu at that time.” It opened on Ward Avenue and King Street in 1940.

At about 1:30 a.m. they took the girls home and headed back to Wheeler Field on the two-lane Kamehameha Highway.

“As we rose over some of the hills at the base of the mountain, we could see the whole panorama of Pearl Harbor,” Rasmussen recalled. “There were so many ships in the harbor and they were all lit up, stem to stern, with strings of light.

“This was a weekend custom for the Navy. I was so impressed with the number of lights that I nudged Joe awake and I said, ‘Joe, look down there. Did you ever see so many lights at Pearl Harbor?’

“Joe looked down drowsily and said, ‘Boy what a target that would make,’ and went back to sleep.

“We were staying in the barracks, the Bachelor Officers Quarters, a few hundred yards from the flight line.

“Shortly after 0700 Sunday morning, I was standing in my pajamas at the latrine looking out at this very peaceful scene of the hangar, where the aircraft were lined up wingtip to wingtip.” This allowed a few soldiers to guard the planes against sabotage.

“I was watching, and suddenly this airplane dove out of the sky over the hangar line, dropped an object which exploded into a huge orange blossom and then pulled up sharply. As he passed me, I saw these two ‘meatballs’ on this plane — the Japanese insignia of the rising sun.

“I knew immediately that these were Japanese aircraft, and I yelled down the corridor that we were being attacked,” Rasmussen said.

“I went into my room and put some shoes on, and I strapped a .45-caliber pistol belt around my pajamas and ran down to the flight line to see if I could do anything about salvaging the aircraft, when one exploded.”

Rasmussen feared it would ignite the one next to it like a chain of Chinese firecrackers.

“Three other pilots and I managed to salvage four obsolete P-36 Hawk aircraft, and some armorers came with some .50-caliber and .30-caliber ammunition belts.” During a lull in the attack, they loaded the aircraft with ammunition.

“We took off in formation, the four of us: Lou Sanders, my squadron commander; Gordon Sterling, his wingman; John Thacker in the second element; and I was his wingman.

“The .30-caliber was on my right side, so I pulled it back, charged it, and I pulled the trigger to make sure I could fire the gun. Nothing happened. I pulled it back and put another bullet in the chamber, pulled the trigger. Nothing happened. I had a dead gun.

“I pulled the .50-caliber back the same way, and it started to fire by itself. In other words, I had a runaway gun. I didn’t have to pull the trigger; it would just start firing. I had to stop this waste of ammunition, so I had to keep it cocked, and I was really loaded for bear.

“When we got to about 7,000 feet, we got instructions to go to Kaneohe Bay, which was now under attack. At about 9,000 feet we met a bunch of Zeros” and got into a dogfight.

“One Zero came perpendicular to me, and I let that .50-caliber slide back in again and it started firing by itself. I saw a couple of puffs in his fuselage and saw him smoking.

“Then another Zero came head-on and almost rammed me. I pulled up violently to the right to avoid him, and another Zero got me in his sights and he blew out my canopy, shot up my tail wheel, cut my hydraulic lines and severed my rudder cables.

“I was pretty much out of control, and I tumbled down, trying to regain control of the airplane, until finally at about 6,000 feet I got control of it.

“I was pretty vulnerable to attack because I could barely fly the airplane, but I was lucky to be popping in and out of clouds at that time.

“As I headed back toward Wheeler Field, Lt. Sanders pulled up beside me. He saw that my canopy was shattered; he saw all the holes in my airplane and knew I was having trouble flying. He gave me a signal, asking me if I was OK. I gave him the gesture that I was OK, and we headed back toward Wheeler Field to land.

“As we got over Schofield Barracks, which was right next door to Wheeler, the soldiers there started firing at us.” Fortunately, they missed.

“I tried to lower my landing gear, but the hydraulic line had been shot up. On final approach I was pumping madly with an emergency hydraulic pump. As I flared out to touch down, my gear locked into place and I landed.

“It was very skiddy,” Rasmussen recalls. “I had no directional control. I cut my engine, and I spun around a couple of times and finally came to a stop on the grass runway.

“I was sitting in the airplane trying to collect my thoughts. Everything had been automatic before then. I looked around. The hangars were still on fire, and bullets that had been stored there ignited from the flames and were shooting out over our heads.

“As I looked down toward Pearl Harbor, I saw this giant cloud of smoke covering the whole horizon, and amidst this huge black smoke were these huge orange blossoms exploding.

“I sat there another couple of minutes. My pajamas were soaking wet, and I’m not sure it was just sweat. I got out of the airplane and walked up to my barracks, changed into a dry flight suit and came back to the line to see what I could do.

“Everybody was pitching in trying to salvage the few airplanes that were intact by pulling them away from the flames. We managed to get some together, and we immediately started to arm those aircraft to fly them again.

“We maintained a 24-hour alert for about a day and half until finally the realization came to us that the attack would not be accompanied by an invasion. We were at war.”

Rasmussen shot down a second Japanese aircraft in 1943. He was awarded the Silver Star for his bravery on Dec. 7. He retired from the Air Force in 1965 and died in 2005, at age 86.

Mahalo to Kathleen Ramsden Frazier, Tropic Lightning Museum curator, and Adam Elia for their assistance with this article.

**I wonder why we
are so so obsessed
with trying
to find
intelligent
life on
other planets,
when we can't
even find
intelligent life here?**





February 21, 2019

RUPA
PO Box 757
Stowe, VT 05672

The Board of Directors of the LeRoy W. Homer Jr. Foundation would like to thank the Retired United Pilots Association for another generous donation. Your donation has allowed us to continue our mission - to encourage and support young adults who wish to pursue careers as professional pilots, as well as promoting awareness about aviation careers to disadvantaged youth.

The LeRoy W. Homer Jr. Foundation will select our twenty-second scholarship recipient this spring! Twenty-one young men and women have been helped to achieve the dream of becoming a certificated private pilot in honor of our namesake and his love of flying.

Our scholarship recipients have gone on to fly F-18s in the Navy, RC-135 and C-17s in the Air Force, and T-34C and T-45C in the Marines. We have recipients who now work for the airlines, for the Boeing Company and Rockwell Collins. Several recipients are currently completing university, with two attending the United States Air Force Academy, following the footsteps of LeRoy.

Thanks to your contributions, the legacy of LeRoy W. Homer Jr. lives on in the futures we advance through our work. We greatly appreciate the continued support of our friends at RUPA. We would not be able to achieve this without the incredible support of donors like you.

Sincerely,

Melodie Homer
President

THE LEROY W. HOMER JR.
FOUNDATION
POST OFFICE BOX 268
MARLTON, NJ 08053

1-800-388-1647

www.leroywhomerjr.org

*"When once you have tasted flight,
you will forever walk the earth
with your eyes turned skyward,
for there you have been, and there
you will always long to return."*

LEONARDO DE VINCI

The End of the Road for the B-17 Flying Fortress

Final Ledger.

A wide valley in northwest Arizona, flanked on the west by the Black Mountains and on the east by the peaks of the Hualapai, was the end of the road for the B-17 Flying Fortress.



In the summer of 1946, a hot desert wind spilled down the Black Mountains and swirled into a dusty valley - - many miles wide and many more miles long. Sometimes the wind gust until a mournful wail carried to nearby towns. This was the wind giving voice to the great metal shapes no longer able to roar with the thunder that had shaken almost the whole of a Continent. This was the wind banging ailerons, elevators and rudders; the wind dancing in open bomb bays, cockpit windows and naked turrets. This was the wind keening its cry through the graveyard of 1,832 great bombers; and every one of those 1,832 great bombers was a B-17 Flying Fortress.

More than 7,000 engines were silent; more than 7,000 propellers stood unmoving. The wings they had once born would fly no more for the war had ended the year before, and never again would the great and graceful creatures' wheel in stately formation miles high above the crumbling remains of the Third Reich.

This was the end -- the end of a tremendous, epochal, unprecedented journey.

Yet on dark cold nights in the English Midlands, ghost squadrons take off silently on the ancient, weed-choked runways in the swirling mist of the North Sea to wing their way eastward – never to return. On other nights the deserted woodlands ring with the unheard laughter of young men and young women who once passed that way. Recollections of these memories fade a little with each passing year until finally, the only recollections held are those in the hands of the Almighty Himself.

That kind of Ledger will never close. - Author Unknown

RUPA Pass Travel Report April 2019

Captain Pat Palazzolo
rupapasstravel@rupa.org

Employee Travel Center (ETC)
+1 (877) 825-3729
etc@united.com
or **Help Hub** or Flying Together



Hello fellow aviators,

The new International Premium Economy known as International Premium Plus, began service at the end of March.

The cabin consists of three rows in the front of Economy Plus presently on some 777s and on the 787-10s, and yes, they did cannibalize some Economy Plus rows to create this section. The seats are 8 abreast instead of 10 abreast on the 777 or 9 abreast on the 787. The seats are 19" wide instead of 17" on the 777 or 18" on the 787. They have significantly more legroom and recline farther than normal economy seats. Passengers in this section receive Business Class meals on very un-Business Class plates.

Retirees and their pass riders with more than 25 Years of service will fly for free in all cabins. Retirees with less than 25 "years of service" and their pass riders will pay the following service charges:

International Premium Plus (O) class: 75% off the ZED Low business fare International Polaris Business (J) class: "50% off ZED fares." This "50% off" information will have to be updated by United because for Polaris they don't say whether it's off of Low or Medium Zed fares, or whether it's discounted off Economy or Business. I'll update you in the next issue.

Service charges in "O" and "J" class on domestic routes: 90% off the ZED fare.

SFO - TLV

For viewing only
You'll select your seat at a later time.

Legend:

- United PolarisSM business
- United[®] Premium Plus
- Economy Plus[®]
- Preferred seat
- United Economy[®]
- Unavailable
- Exit row
- Exit door

Photo of Premium Plus seating.



Quiz: What's wrong with this picture, and why are they so happy? (Answer: You'll probably never see everyone sitting next to an empty seat).

Hot Items:

Incorrect Boarding Date: Some retirees are seeing two different boarding dates when they list. The correct date using a regular retire pass and a lower boarding date when using a Vacation Pass. If you see this, call 877-825-3729 and they will fix the correct boarding date for your flight. They're workin' on it.

My UA Discount (What some call the 20% discount, but it's most often much more than 20%) A reminder: when we buy these tickets, we're just like the general public except we get a big discount. All the terms and conditions that apply to the general public also apply to us, such as change fees and cancellation restrictions, etc. Saying that you're an employee or retiree won't help. However, we do get a few perks, such as two free checked bags and you can bring your support beast with you for free.



Pass Travel UPDATE March 8, 2019

1) Keep your benefits information secure: new password/pin

As increased security measures roll out across the company, United is working with partners to ensure the same level of security applies in all of our United transactions. As part of that process, United's benefits administrator is enhancing security for **Your Benefits Resources (YBR)** to better protect your YBR account.

The first time you access YBR on or after February 19 – whether you get there through Flying Together or by directly logging on to YBR – **you'll be prompted to create a new, stronger password** to use when you directly access the Your Benefits Resources site. You will not need to use this new password when accessing YBR through Flying Together, but you'll still have to create the new password. Directly accessing YBR will then require you set-up two-factor authentication via text, email or a phone call. Super secure!

You'll also be asked to **create a separate and distinct phone PIN to use when you call the United Airlines Benefits Center**. These are one-time updates that you will have to complete on your first visit to YBR. If you have any questions related to your YBR password or PIN reset, you can contact the United Airlines Benefit Center at 1-800-651-1007. Representatives are available Monday through Friday from 7 a.m. to 7 p.m. CT.

Direct link: www.ybr.com/united or via FlyingTogether>EmployeeServices>YBR

2) TAXES: Pass Travel Liability statements and W-2

Starting last year (in March 2018) retirees began receiving quarterly invoices with estimated tax withholding amounts for imputed taxes that your taxable pass riders (Enrolled Friends, etc) accrued.

Your annual **W-2 statement for 2018** is now available through Your Benefits Resource (YBR) and was sent by U.S. Postal Service at **the end of January 2019**. Use your Form W-2 as an offset to your actual tax obligation. If you did not receive it and would like to print or preview your Form W-2, you may access it through the "Get your W-2 Wage & Tax Statement" tile from the YBR homepage. The tile will be available by the end of January. For a record of your Travel Liability payments click the tile that says "View/Print invoices".

Note, if you did not have any taxable pass riders travel during the reporting year, you will not be subject to tax and will not receive a Form W-2.

Questions? View the complete list of frequently asked questions and available resources at Flying Together > Travel homepage > In This Section > W-2 Pass Travel Tax Reporting page. If you still have questions, you can also contact the Employee Travel Center through Help Hub.

3) Pass rider access to employeeRES

While you will use the new eRES to update your pass rider's information and grant them access, **your pass riders** will still be using the previous version of eRES to book and manage their pass travel with the following link: <https://erespassrider.ual.com/employeeeres/passriderlogin.aspx>

The pass rider site will switch over to the new eRES later in the first quarter of 2019. We have a helpful [pass rider access how-to-guide](#) that will walk you through the process of setting up your pass rider on eRES. Link to the how-to guide:

https://ft.ual.com/-/media/ual_intranet/documents/travel/pass-rider-access-user-guide.pdf?la=en

Important: As the sponsoring retiree, you are responsible for ensuring your pass riders understand and comply with all United's pass travel policies, their transactions including but not limited to ePass allotment deductions, pass riding conduct and answering any pass travel/employeeRES related questions.

4) Have you seen our RAFA website?

Check out the Travel Benefits tab here: <https://www.rafa-cwa.org>

Read the Pass Travel Program Summary, helpful links, phone numbers & more.

For other Pass Travel Topics: [Previous Travel UPDATES](#)

By Kirk Moore, RAFA Travel Benefits Committee March 5, 2019

For Americans, Travel to Europe Will Be Slightly More Complicated

By Tariro Mzezewa and Milan Schreuer/The New York Times



United States citizens wishing to visit or travel to the majority of the European Union nations after January 2021 will have to register online and pay a small fee as part of a new security system intended to screen visa-free travelers.

What's changing? Starting on Jan. 1, 2021, American citizens will have to register online, through the new European Travel Information and Authorization System, to enter any of the 26 Schengen-area countries, plus four countries currently in the process of joining the area, regardless of the

duration of their visit or the number of countries visited. The European Council adopted the policy in September 2018.

What's the current process? American citizens traveling to these 26 countries for stays of less than 90 days do not require visas or travel authorization.

Is it a visa? E.T.I.A.S. registration is not a visa, according to the European Union. Americans will not be required to visit a consulate to file any kind of application, fingerprinting is not required, and less information will be asked than is expected of visa applicants.

Why the change? The new requirement is part of the European Union's effort "to identify any security or irregular migratory risks posed by visa-exempt visitors," according to the European Commission. The

system is meant to improve detection of human trafficking, criminal activity and people who may pose security threats, it said.

The commission also said the system would also facilitate border crossings “for the vast majority of travelers who do not pose such risks.”

What other travelers will need to register? The authorization will be required for citizens of more than 60 countries that currently travel visa-free to the European Union, including the United States, Australia, Canada and Mexico.

How does one apply for the E.T.I.A.S.? Citizens will need a valid passport, an email address, and a debit or credit card to register. Authorization will not be tied to any travel plans.

How much will it cost? 7 euros, or about \$8

When does it expire? The E.T.I.A.S. authorization will be valid for three years and allows an unlimited number of entries.

Which countries require registration? While the European Union is composed of 28 countries — with Britain set to exit this month — the Schengen area is made up of 26 European countries without internal borders that allow free movement between nations.

Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, and Switzerland are the 26 countries.

Bulgaria, Croatia, Romania and Cyprus are currently in the process of joining the Schengen area. Visa requirements do not apply for Americans wishing to travel there and stay less than three months.

Star Alliance partners with Skyscanner



Star Alliance, the world’s largest airline alliance, has partnered with Skyscanner, the world’s travel search engine, to allow travellers visiting the Star Alliance website to search for flights, view airfares and book them directly with its member airlines.

This feature, easily accessible alongside the popular lounge finder, flight status and other journey-related services, utilises Skyscanner’s fare search, linking directly to the alliance’s member carrier websites for purchase.

The website, which complements the individual websites of its 28-member airlines, in nine languages, has simultaneously undergone a major makeover. The overall layout is brighter, more user-friendly and provides shorter paths to its most popular features across both desktop and mobile devices.

With more than 18,800 daily flights to over 1,300 airport destinations in 193 countries, the alliance now offers coverage to 98% of the world. The new capabilities also allow customers to find global connections that best meet their travel needs.

“By introducing the alliance carrier fare search feature, made possible through our Skyscanner partnership, we are responding to our alliance customers’ feedback, offering a service which allows our members’ frequent flyers to easily book with Star Alliance member airlines and enjoy Star Alliance benefits”, said Jeremy Drury, Director Digital & E-Services for Star Alliance. “Anything that is bookable on our member airlines’ websites can now be reached through our site,” Drury adds, going on to say, “we look forward to exploring further opportunities with Skyscanner.”

“Travellers are at the very heart of what we do at Skyscanner. Through proprietary technology and features, we strive to make travel search simple.”, said Hugh Aitken, Skyscanner’s Senior Director Strategic Partnerships. “This new capability, available through our partnership with Star Alliance, is an example of how we will work collaboratively to bring even more value to customers during the planning process and travel experience.’

The new website search capability is one of several digital initiatives the alliance is developing with its member carriers to place capabilities in the hands of its customers through application of leading-edge technologies. These include services such as interline baggage tracking, interline seat assignment at time of reservation, lounge and Gold Track security locations, and frequent flyer membership number

Airline Passengers Pleased About Automated Passport Control



Airline passengers are using automated technology for passport checks at double the rate recorded in 2017 and are more satisfied when doing so. In 2018, 44 percent of passengers sailed through automated passport control, a jump from 21 percent in 2017. This is according to a report released today by SITA and co-sponsored by Air Transport World that explores how technology is contributing to a smoother passenger experience at every step of the journey. At passport control, a traditional pain point of the journey, passengers were 3.85% more satisfied when they used self-scanning gates to verify their ID, compared to those using agent-assisted controls. These technology users had a satisfaction rate of 8.36 out of 10.

Matthys Serfontein, SITA President, Air Travel Solutions, said: “One of the standout findings of our report this year is that at every point in the journey, where passengers use technology, the rate of satisfaction is higher. Airlines and airports can see the benefit of their technology investments in making it easy for passengers, every step of the way. Over the years, booking, check-in and bag drop have increasingly become automated and passengers like it. Interestingly, this year the report shows how introducing automated passport controls, in collaboration with government and border agencies, also increases passenger satisfaction.”

Automated gates used at boarding are another success for the industry and its passengers. Not only do they speed up the processing of passengers, but they support more efficient operations and faster turnarounds. Again, SITA’s Insights show that satisfaction is 2.2% higher when passengers scan their own documents to board.

Serfontein added: “Today, we have our Smart Path™ solution at airports around the world, from Australia to the Americas, which uses biometrics to automate the journey. Across the board we have found that passengers are keen to use the biometric self-service process, when given a choice, over 90% of travelers typically opt in. Actions speak louder than words and it’s becoming very clear from our Smart Path™ implementations that people like using biometrics for easy travel.”

It seems that when it comes to verifying their identity, passengers are ready to use technology even more and in a variety of ways. SITA reports that 59% are ‘very willing’ to use their mobiles for ID verification along the journey, with a further 33% open to the idea.

While proving your identity using your mobile device is not an option widely available today, with nine out of ten passengers potentially welcoming this service, airlines and airports can be confident when moving to mobile services for ID identification. Passengers are looking to make their journey as easy as possible and mobile is top of the technologies they want to use.

The key findings of SITA’s report are based on a survey of passengers from 20 countries across the Americas, Asia, Europe, Middle East and Africa, representing over 70% of global passenger traffic. This is the 13th edition of the SITA Passenger IT Insights.

Stroke Cell Therapy Shows Promise

By Lisa M. Krieger



Injecting modified adult stem cells may aid recovery. When someone suffers a stroke, the cells at the center of the catastrophic brain damage may be too injured to be saved. But scientists are striving to rescue the area that surrounds the wound using stem cells - a new approach that offers hope that these supported cells can take over the work of their dead comrades.

There's no proof yet that this novel approach will work in humans. Carefully controlled studies of its effectiveness won't be complete for several years. However, it shows signs of safety and effectiveness in animals, according to new data presented at a recent conference on brain injury sponsored by the Santa Clara Valley Medical Center Rehabilitation Research Center.

No ill effects have been seen in the first dozen patients treated in a study at Stanford University and four other

research hospitals, using a product called SB623. The Mountain View-based biotech company SanBio produces it from adult, not embryonic, stem cells culled from the bone marrow of healthy donors. The cells are genetically modified and given a booster that seems to improve their function. Tests in mice show that symptoms improve enabling the animals to eat and walk more normally over a six-month period. In the lab, SB623 is proven to secrete chemicals that boost healing and reduce dangerous inflammation.

"It is going well," said SanBio researcher Casey Case, who presented the data at the Santa Clara Valley Brain Injury Conference, held in San Jose, CA. "It is not cell replacement, but works through an indirect mechanism - something that helps improve the tissue that remains," he said. Many other biotech companies are trying a similar approach.

Stroke is the third largest cause of death and the single largest cause of adult disability in America, causing paralysis, impaired thinking, speech and motor control, according to the U.S. Centers for Disease Control and Prevention. A stroke, sometimes called a brain attack, occurs when a clot blocks the blood supply to the brain or when a blood vessel in the brain bursts. This kills brain cells responsible for an array of physical and mental functions.

Most current therapies aim at limiting the damage within three hours of the attack. This new approach could offer hope to those with chronic strokes, or who have had symptoms for months or even years. There is a huge unmet need for effective treatment in these patients. A successful clinical trial would have enormous implications. Cell-based treatment for strokes is based on this concept: Brains try to heal themselves, but need help.

"Around the stroke, cells are still alive, but they're in a hostile environment," said Case. They retract from the threat. And their connections to adjacent cells, called synapses, are damaged. This makes rehabilitation more difficult because damage interrupts the internal communication needed to think, talk and walk.

Cell-based therapies like SB623 seem to create a healing environment, reducing inflammation and exuding supportive growth chemicals. Brain cells adjacent to the damage extend themselves, Case explained, "and new synapses form." The new cells don't replace the injured cells; in fact, they seem to disappear from the brain within a month. But their introduction seems to help, even after they're gone.

"Cell-based therapies are in their infancy. Every day is a learning experience," said Stephanie Kolakowsky-Hayner, director of rehabilitation research at Santa Clara Valley Medical Center and the chairwoman of the conference. "The potential to re-grow brain cells is very exciting," she said. Between 2.5 million to 10 million cells are surgically injected directly into patients' brains at the site of the stroke.

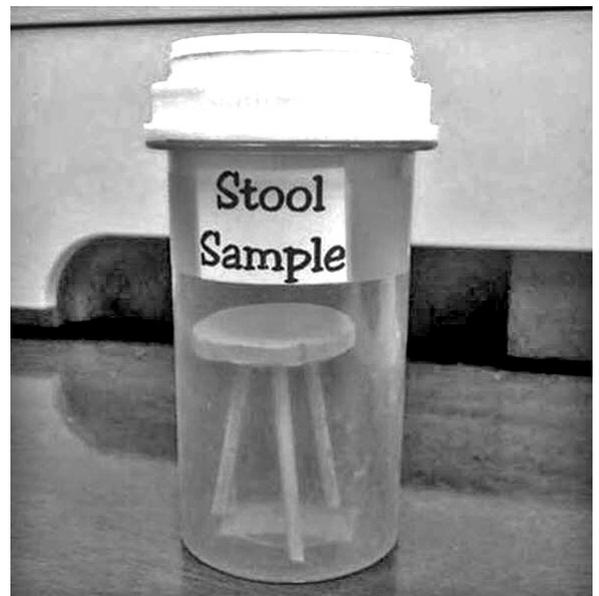
Researchers are cautious, because more than 100 other drugs and agent have showed usefulness in animals, but have never successfully worked in humans. SanBio's Phase 1 safety study is expected to be completed by the end of the year. Even though it is just a safety study, the company also hopes to evaluate any improvement in motor function and cognition during the two years following implantation with the cells. It must also compare outcome of test subjects with untreated people, because stroke victims sometimes improve on their own.

If the U.S. Food and Drug Administration gives them the green light for further testing, the company will then move forward into Phase 2, which will involve 100 to 200 patients.

Case said a final Phase 3 trial, required before marketing, would involve hundreds of patients and about five years." It's important because stroke can create lifelong disability," Kolakowsky-Hayner said. "It is not something that current medicine can fix."

To learn more about the experimental stroke-recovery treatment using S13623, go to www.san-bio.com or email info@san-bio.com.

Trial eligibility criteria can be found at <http://clinicaltrials.gov/ct2/show/NCT01287936>.



Is it Alzheimer's?



Warning Signs: Memory and Speech

In early Alzheimer's, memory loss, especially of short-term memories, becomes noticeable. Forgotten recent conversations and repeated similar questions become more frequent. A change in speech, such as not remembering common words, becomes more noticeable in people with Alzheimer's disease. Although this may happen occasionally with people, such memory problems become more frequent and progressively worse in

Alzheimer's disease patients.

Warning Signs: Behavior

Mood swings, poor judgment, and changes in appearance (poor hygiene, wearing soiled clothing), and confusion about previously commonly-performed tasks are some of the behavior changes seen in Alzheimer's disease patients, especially as the disease progresses.

Don't Ignore the Signs

If there are signs of Alzheimer's in a person, that person should be evaluated by their physician when symptoms first arise. The doctor can help distinguish Alzheimer's disease from other treatable health problems like thyroid problems or electrolyte imbalances that may cause similar symptoms.

Diagnosing Alzheimer's

Diagnosis of Alzheimer's disease is based on clinical criteria; there is no definitive test currently available for Alzheimer's disease. Mental status tests can help evaluate the patient's mental and memory function. Other blood tests, brain scans (CT, MRI, PET, or SPECT), electroencephalograms (EEGs), and others are used to determine if there are other causes (metabolic, stroke, brain tumor) that could be causing the Alzheimer's disease symptoms.

Alzheimer's and the Brain

Alzheimer's disease results in brain nerve cells dying; this cell loss throughout the brain is eventually visualized in brain scans as enlarged ventricles and smaller (shrinking) areas of brain tissue. The result is disrupted cellular communication that is evidenced by the person's decline in memory, speech, comprehension, and other changes.

What to Expect From Alzheimer's Progression

Alzheimer's disease is progressive, but its progression varies from patient to patient. The average survival time varies from about 3 to 9 years; some patients survive about 20 years with a slow progression of symptoms.

How Alzheimer's Affects Daily Life

Alzheimer's progression leads to changes that affect daily life. Patients develop increasing difficulties such as balancing a checkbook or getting lost easily. Progression can result in the inability to recognize loved ones, loss of language skills, and physical problems such as loss of balance or incontinence.

Alzheimer's and Driving

As mentioned above, progressive loss of mental and physical abilities occurs with Alzheimer's patients. A difficult task is convincing such a patient that it is no longer safe for them to drive. Many patients may not understand their progressive decline so they may resist this effort. Your loved one may benefit from discussions and plans for alternate transportation; if not, involve the patient's doctor to help. If the patient still insists on driving, you may need to contact the Department of Motor Vehicles to assess the person's driving abilities.

Alzheimer's and Exercise

Exercise should be encouraged for people with Alzheimer's because it improves muscle strength, coordination, and may improve mood and reduce anxiety. However, the person should not be stressed to avoid making symptoms worse. Walking, gardening, or visiting a museum or park are examples of mild-to-moderate exercise activities that may help improve strength and reduce anxiety.

Alzheimer's Medications

There is no medical cure or way to stop progressive nerve cell damage in Alzheimer's patients. However, some medications (Aricept, Exelon, Razadyne, Namenda XR) may help slow the progression of the disease, treat symptoms (neuroleptic agents, antidepressants), and allow the patient to be relatively independent longer.

The Caregiver's Role

An Alzheimer's disease patient's caregiver is a difficult job that needs to strike a balance between trying to maximize the patient's independence and providing assistance and assuming responsibility for tasks the patient can no longer do. For example, the patient may have difficulty remembering tasks, so the caregiver can leave notes or other reminders to aid the patient in tasks the patient can still do.

Challenges in Caregiving

As Alzheimer's disease progresses, the challenges to be a caretaker also progress. Early Alzheimer's disease patients may cooperate well with caregivers because they still may have an understanding of the disease process. As Alzheimer's disease progresses, many patients may develop depression, anxiety, resentment, and paranoia. Caretakers may become exposed to belligerent or even violent behaviors. It may be difficult for some caretakers to realize that Alzheimer's disease is the cause of this change; violent behavior should cause a caregiver to immediately notify the patient's doctor.

Sundown Syndrome

Sundown syndrome (also termed sundowning) is a condition that may occur in about 20% of Alzheimer's disease patients that results in anxiety, agitation, and/or confusion at the end of the day when the sun goes down. The cause is not known but may be related to disorientation, mental or physical exhaustion, anxiety, and paranoia as light dims and shadows appear. It may be reduced by keeping the home well-lit starting in the afternoon, having the patient view TV programs that occupy their interest, and providing a comfortable sleeping area with nightlights.

When Your Loved One Doesn't Know You

Alzheimer's patients may eventually have difficulty remembering names, even those of close family members. One good aid is a photo album with the family member's name listed under their picture. Some patients will no longer recognize family members. Although this is difficult for some family members to accept, it may be helpful to remind them that Alzheimer's disease is causing this situation and it is not caused by the patient.

Warning Signs of Caregiver Stress

Alzheimer's disease caregivers need to understand they can be affected by the intense demands of their job. About 1 in 3 Alzheimer's disease caregivers develops symptoms of depression. About 60% of caretakers rate the emotional stress of Alzheimer's disease caregiving as high or very high. Signs of caregiver stress include sadness, anger, mood swings, headaches, back pain, and difficulty sleeping and concentrating.

Taking Care of the Caregiver

An Alzheimer's disease caregiver has a difficult job; they need to be careful not to burnout. Caregivers need to make time for themselves every day to both relax and to get some physical exercise. Caregivers can find local support groups. Groups can be located through the Alzheimer's Association Helpline (800-272-3900).

Essential Documents

Be prepared. While the Alzheimer's disease patient is still able to make good judgments, the patient should, with a loved one present if necessary, contact an attorney to draw up legal documents (advance directives). These documents can designate the patient's medical treatments, end-of-life care, and designate a person to make decisions (medical, financial) when the Alzheimer's disease patient can no longer make decisions for themselves.

Home Health Care

The desire of many Alzheimer's disease patients is to stay at home for as long as they can. This time can be extended with careful daily planning and with a home health aide that can assist the person in daily activities like personal hygiene, meal preparation, or transportation. The local Alzheimer's support groups can help caregivers find home health aide organizations.

Assisted Living Facilities

Some Alzheimer's disease patients with more advanced symptoms need more care than can be provided at home. Assisted living facilities (ALF) may be the next step in care where housing, meals, activities, and other amenities are provided. Other Alzheimer's disease patients may need a special care unit that has 24-hour nursing supervision of patients with dementia.

End-Stage Alzheimer's

As Alzheimer's disease progresses, the symptoms may become more severe. The person may not be able to talk, walk, or recognize anyone. Some patients become bedridden and even lose the ability to swallow. Such patients have reached the end-stages of Alzheimer's disease and may benefit from hospice care. Hospice care usually provides nursing care and around-the-clock pain relief and comfort to the terminally ill.

Helping Children Cope

Because children may become upset, afraid, or confused about the Alzheimer's disease progression in a family member, it is important to try to explain how the family member has an illness that is causing these changes and actions. Changes within their brain are the cause and their loved one cannot control these changes. The Alzheimer's Association offers videos and suggestions to help children and teens to understand the effect of Alzheimer's disease on a family member.

Reducing Your Risk of Alzheimer's

To date, there is no definitive way proven to prevent Alzheimer's disease. However, researchers are investigating the effects of mental and physical fitness, diet, and environment on Alzheimer's disease development. Current studies suggest a heart-healthy diet (a diet rich in fish, nuts, vegetables, fruit, and grains) may help protect the brain from Alzheimer's disease and other problems. Similar studies suggest that people who exercise regularly decrease their risk of developing Alzheimer's disease.

Finger pain: Thumb arthritis can flare over time

By Andrea K. Walker/Baltimore Sun



We've all heard of arthritis in the knees and even the hips. But many people may not know the thumb is prone to the joint disease as well. Neil Zimmerman, hand surgeon at the Curtis National Hand Center at MedStar Union Memorial Hospital in Baltimore, said the most common type of thumb arthritis happens gradually over time.

Q - What is thumb arthritis and what causes it?

A - The most common type of arthritis that involves the thumb is osteoarthritis, also known as wear-and-tear arthritis, which is most commonly located in the joint at the base of the thumb where it joins the palm. This type of arthritis is usually a gradual type

of wearing out of the gliding surfaces of the thumb joint that occurs in most people over their lifetime, although it can arise in this area following a bone fracture or ligament injury of the area. Rheumatoid arthritis or other types of widespread arthritis can also severely involve the thumb.

Q - What are the symptoms of thumb arthritis?

A - Aching pain at the base of their thumb with pinching and gripping activities is frequently the first sign of this problem. The joint at the base of the thumb carries a magnified load of whatever forces are applied to the tip of the person's thumb causing the joint surfaces to wear out and lose their cushioning properties. People usually first become aware of thumb arthritis with activities such as writing, applying makeup, and when pressure is applied to the heel of their hand.

Q - What kinds of lifestyle problems can thumb arthritis cause?

A - Writing, lifting, cooking, exercise and using tools can become difficult. Also, sports such as yoga and golf can be compromised by pain at the base of the thumb. People also often notice pain at the base of their thumbs when using their hands to help them arise from a chair.

Q - How is thumb arthritis treated?

A - Thumb arthritis is frequently successfully controlled by wearing a small brace to provide support for the base of the thumb. Oral medications or injections may be needed and are usually effective at easing discomfort at the base of the thumb. Occasionally surgical reconstruction is necessary, and is quite successful if required. The surgery is a brief outpatient procedure that can resolve pain at the base of the thumb and restore normal usage.

Q - What are some of the worst cases of thumb arthritis have you seen?

A - The base of the thumb is usually the first area affected by arthritis but the arthritis can also involve the next joint and even the joint near the thumb's nail. Severe and untreated arthritis cause a person's thumbs to curl into their palm and the knuckle to become double-jointed, severely compromising a person's ability to hold or pinch objects with their hand. These severe deformities are also usually readily amenable to surgical reconstruction.

Q - Is thumb arthritis curable or something that needs to be treated over a lifetime?

A - Most frequently, thumb arthritis is a mild issue that intermittently flares up and resolves with splints, medications or injections. As the years progress, many people generally function very well and maintain their activity level. Surgery is very helpful in returning or maintaining a person's activity level if the arthritis has progressed to the point that it interferes with a person's ability to care for themselves or to participate in their preferred leisure-time activities.

LETTERS

1950's version of an E-Mail

*Long ago and far away, in a land that time forgot,
Before the days of Dylan, or the dawn of Camelot.
There lived a race of innocents, and they were you
and me,*

*For Ike was in the White House in that land where
we were born,
Where navels were for oranges, and Peyton Place
was porn.*

*We longed for love and romance, and waited for
our Prince,
Eddie Fisher married Liz, and no one's seen him
since.*

*We danced to 'Little Darlin,' and sang to 'Stagger
Lee'
And cried for Buddy Holly in the Land That Made
Me, Me.*

*Only girls wore earrings then, and 3 was one too
many,
And only boys wore flat-top cuts, except for Jean
McKinney.*

*And only in our wildest dreams did we expect to see
A boy named George with Lipstick, in the Land That
Made Me, Me.*

*We fell for Frankie Avalon, Annette was oh, so nice,
And when they made a movie, they never made it
twice.*

*We didn't have a Star Trek Five, or Psycho Two and
Three,
Or Rocky-Rambo Twenty in the Land That Made
Me, Me.*

*Miss Kitty had a heart of gold, and Chester had a
limp,
And Reagan was a Democrat whose co-star was a
chimp.
We had a Mr. Wizard, but not a Mr. T,
And Oprah couldn't talk yet, in the Land That Made
Me, Me.*

*We had our share of heroes, we never thought
they'd go,
At least not Bobby Darin, or Marilyn Monroe.
For youth was still eternal, and life was yet to be,
And Elvis was forever in the Land That Made Me,
Me.*

*We'd never seen the rock band that was Grateful to
be Dead,
And Airplanes weren't named Jefferson, and Zeppe-
lins were not Led.
And Beatles lived in gardens then, and Monkeys*

*lived in trees,
Madonna was Mary in the Land That Made Me, Me.
We'd never heard of microwaves, or telephones in
cars,
And babies might be bottle-fed, but they were not
grown in jars.
And pumping iron got wrinkles out, and 'gay' meant
fancy-free,
And dorms were never co-Ed in the Land That
Made Me, Me.*

*We hadn't seen enough of jets to talk about the lag,
And microchips were what was left at the bottom of
the bag.
And hardware was a box of nails, and bytes came
from a flea,
And rocket ships were fiction in the Land That
Made Me, Me.*

*T-Birds came with portholes, and side shows came
with freaks,
And bathing suits came big enough to cover both
your cheeks.
And Coke came just in bottles, and skirts below the
knee,
And Castro came to power near the Land That
Made Me, Me.*

*We had no Crest with Fluoride, we had no Hill
Street Blues,
We had no patterned pantyhose or Lipton herbal tea
Or prime-time ads for those dysfunctions in the
Land That Made Me, Me*

*There were no golden arches, no Perrier to chill,
And fish were not called Wanda, and cats were not
called Bill
And middle-aged was 35 and old was forty-three,
And ancient were our parents in the Land That
Made Me, Me.*

*But all things have a season, or so we've heard them
say,
And now instead of Maybelline we swear by Retin-
A.
They send us invitations to join AARP,
We've come a long way, baby, from the Land That
Made Me, Me.*

*So now we face a brave new world in slightly larger
jeans,
And wonder why they're using smaller print in mag-
azines.
And we tell our children's children of the way it
used to be,
Long ago and far away in the Land That Made Me,
Me.*

*If you didn't grow up in the fifties,
You missed the greatest time in history.*

BARNEY HAGEN—Santa Rosa, CA
Wow, 20 years, seems like yesterday. Set that parking brake and said goodbye to that great ride, the 747-400.

In that 20 years I have spent a lot of time with the Pacific Coast Air Museum both as a volunteer and some time serving on the Board of Directors. A major project was the restoration of a DC-6B cockpit. Along with Bill Greene, also a 20-year graduate, and a few others, we spent the better part of 6 years searching for parts and prices and the final product looks very nice. We have since handed off the maintenance of the cockpit to other enthusiasts, and it is a nice part of the museum display. Come see.

I also had some restoration done in that a new Aortic valve was installed and is doing well. The valve came from a Canadian cow so what could go wrong?? I am moooving around much better and highly recommend the procedure if you need it.

So, Hi to you all, hope you are doing well.

Per Ardua, *Barney*

PATRICK HEALEY—Doyleston, PA
I am a 2-year retired UAL pilot and a member of RUPA. John Gorczyca said that I might share some fun flying history that I am a part of.

I joined the Civil Air Patrol when I was 13. The CAP awarded me a flying scholarship when I was 16, and I earned my private license when I was 17. When I was 14, as part of a local newspaper contest, I wrote Capt. Eddie Rickenbacker to ask a career question. I asked him what I needed to do to be an airline pilot.

He wrote me back. I won the contest.

I followed almost all of his core values. With years of flight instruction, corporate flying, a Naval Aviator and 33 years in the airline world, I recently retired. But I am still flying with the local Civil Air Patrol flying cadets to share the same experience I had when I was 13 in the CAP.

My first major airline was Capt. Eddie Rickenbacker's Eastern Air Lines.

Here is what his letter said to me.

My dear Patrick:

Your question to Mr. Kurt Lassen, the editor of "Under Twenty" has been forwarded to me for an answer which I am happy to give to the extent of my ability

Unfortunately, I am no longer connected with Eastern Air lines, having retired December 31, 1963, but I am sure if you will write Captain John H. Halliburton at International Airport, Miami, Florida, he would be happy to send you detailed qualifications

for a pilot.

Frankly, there are many things that you should learn which will be helpful in your high school and college days.

First, be sure that you protect your health, both mental and physical, and abstain from habits that involve tobacco and alcoholic beverages.

Second, be sure to become involved in certain athletic exercises that will help develop your physical faculties which, in turn, will help develop your mental capacities.

Third, subscribe to two or three aviation magazines in order that you may keep abreast of the technological developments of the science.

Fourth, be sure to enlighten yourself on the history of the greatest country in the world, which our brilliant forefathers left you as a legacy and heritage. Non can compare.

When you reach your college days, follow the above religiously, but add to them by taking a course in mechanical engineering and aviation in particular. When that has been accomplished, in your last two years take a course in science involving both aviation and space technology.

All of the above you will need to give you a foundation to become a first-class and successful airline pilot.

Last but not least, believe and practice Christianity and have faith in yourself as well as in the Power above.

May the years, as they roll by, grant you the privilege of accomplishing your objective in life.

My every best wish for your success.

Most sincerely, Eddie Rickenbacker

MIKE HEPPERLEN—Crystal Lake, IL
Peg and I have had a rather uneventful year, up to 13 February any way. I jumped out of bed because I had a lot of stuff to do, that is a RUPA breakfast at Andy's Restaurant in Crystal Lake and then an airport meeting with some American friends. Well, after I jumped and headed to the john, I started to feel a bit dizzy and tried to head back to bed, however I ended up on the floor. Peg came up the stairs and said we have to call 911. I said no, just help me get back in bed. She called 911. I got to ride in one of those funny vans with lights on the top and a very loud horn on our way to Sherman Hospital in Elgin. My biggest fear was getting T-boned while we were running red lights. After getting checked out in ER, I got to stay for another 2 days before being released. The Doctors decided I shouldn't jump out of bed anymore, and I should be fine. Also, on Valen-

tine's Day, some volunteers came by and gave me 2 valentines because they found out I was a Vet. I thought that was very nice.

My eldest granddaughter is getting married in the Denver area in August. We have to be there in April for something called a bridal shower. I told Peg that it usually is dry in Denver in April, but she said we still have to go. Go figure. Oh well, it is only about a 2,000 mile round trip. *Mike ORD*

GEORGE NOLLY—Castle Rock, CO

First of all, a big THANK YOU to Cleve and all the other people who produce the RUPA magazine. I read it from cover to cover as soon as it comes in, although I must admit it's very sobering when I come to the back pages.

Well, another year has gone by. That makes 14 years since I had the temerity to turn 60 years of age. It's been an interesting 14 years, with this past year being even more-so.

Last May I was accepted into the Writers Guild Veteran's Writing Group. I had been rejected the previous year, but this time was the charm for me, along with 49 other vets, to learn about screenplay writing from professional screenwriters as our mentors.

First meeting was a 2-day event in Los Angeles at WGA headquarters. Among other things, we heard a presentation from an Academy Award-nominated screenwriter. Now we "meet" (those of us not in Los Angeles gather via Facebook video) twice a month. I based my script on my Hamfist novel series, but I quickly discovered that there is a general format for movie scripts, and my story line wasn't even close! In a few more months, some of us (probably not me) will get to "pitch" our script to movie producers. It's been a fun journey.

Health-wise, I discovered that I have ischemic heart disease caused by agent orange exposure during my two tours in Vietnam. I still work out with no major problems, but energy-wise I'm not my old self. Then again, I'm 74 and what should I expect?

I was promoted to Lecturer at Metropolitan State University of Denver, and now I have my own office and feel like a big shot. It's really neat talking about aviation to young adults, most of whom are really bright-eyed and bushy-tailed.

Yesterday (my birthday) I had an interview with a little company some of you may have heard of: UNITED AIRLINES! Nick Hinch advised me that United is hiring Fleet Technical Instructors (thanks Nick!) and I applied. Basically, it's a ground instructor position, kind of like the FOI job I had when I was first hired by United 41 years ago. The

interview went well, and I should hear something within a few weeks. The newly-renovated TK is awesome! Assuming I get the job, the main challenge will be deconflicting my schedule with my lecturing at Metro.

My podcast is up to 270-plus episodes by the time you read this. I launch an interview every Monday and an educational episode every Thursday. I've had some incredible guests, like some triple-aces from World War II, a couple Tuskegee Airmen, a Medal of Honor recipient, and lots of other really interesting pilots. I expect to get some sponsors soon and hope to go from negative to positive on cash flow. If you're interested, it's the Ready For Takeoff Podcast (www.readyfortakeoffpodcast.com).

I'm also getting a speaking business started. My two presentation topics are "Travel Safety" (which matches a nonfiction book I wrote twelve years ago and is now in its sixth edition) and "Air Combat Lessons In Leadership and Life." The presentations I've made so far have been really well received. Two weeks ago, three other Vietnam vets and I made presentations to the students at Douglas County High School and we got a standing ovation! That's it till next year. *George*

JOHN RAINS—Morrisville, VT

I'm two months late on my letter but I paid my dues on time and automatically. Love what they've done with automating the payment system for RUPA dues. And it makes it easier for the Secretary/Treasurer! Over 350 of us have signed on to the system! Give it a try.

Now on a personal note, Margie and I are still camped up here in northern Vermont and loving it. Sure, the winter is cold but the snow is beautiful, snow plows are a way of life, skiing is great, and with a fire in the fireplace we are cozy as can be. We try to get away at least twice in the winter to warm up the bones, usually to Annapolis so we can visit and spoil our 3 ½ year old granddaughter, and always look forward to May when we head back to Panzano in Chianti (Tuscany) for 6-8 weeks to see our friends, have wonderful dinners, drink some chianti classico and enjoy the sunsets.

Last September we went back and celebrated Margie's 70th birthday with our friends there. It was magical. There were 13 of us and the food was prepared at the villa by our friend and favorite chef Pietro Apriliano. All of our favorite dishes accompanied by the local wine and topped off with his Tiramisu.

We both have our health, thankfully, and remain active in the community of Stowe. I have a coffee group that I enjoy spending time with in the morning at the local deli. Lot's of interesting conversation and gives me a chance, of course, to regale non-aviation types with stories of daring do! We have a retired CIA operative, a project engineer who used to build sports stadiums, a Navy Captain, and various other interesting folks. Every day but Sunday so there's always a place to go that makes you get out of the house.

We lost our toy poodle, Charlie, last October after 13 ½ years. It leaves a big hole in one's heart when you lose your pet and we decided to get another puppy. Josie is a Bolonka (Russian breed), small, and cute as a button. She is a total "chick magnet" and I can prove it. We've flown with her twice now and she did great. In May we will head back to Panzano and that will be her first long flight. We expect no problems. Charlie made 25 trips to Italy, so we do know how to do the paperwork, etc for traveling with your small pet.

Lastly, it's a pleasure to work with Cleve, Bob, John G, Phyl, Larry, and the previous officers of RUPA. This is a fine organization and we can all be very proud of it. We can be glad that Cleve is still willing to keep the *RUPANEWS* going but it is important that someone of us offer to take on the editor's job. He's done this a long time! Don't be shy. Make the call and join the leadership of the best retired pilots' group in the world. *John*

DICK RUSSELL—Port Orange, FL

Today is my 89th birthday and while limited in what I can do, I am in pretty good shape. My problem started on January 2nd, last year, with my primary care doctor ordering me into the hospital with shortness of breath. During the remainder of the year, I would be back in the hospital 3 more times. Now four doctors are prescribing medication, and my wife hands me a handful of pills in the morning and another handful in the evening. I don't know or care what they are and just do what she tells me. I really can't complain because I am still alive. The diagnosis is pulmonary fibrosis. The hospital visits included 3 heart stents to assist the lungs and, in addition to my wife, I sleep with CPAP breathing machine with oxygen so we haven't done much traveling.

My wife, Wilma, had a knee replacement two years ago and still has occasional pain.

We did have a Russell reunion during the summer and 19 family members attended.

We plan to try a driving trip to Virginia next month and if that works all right, we may even get on UAL and visit the left coast and our two sons for a few days.

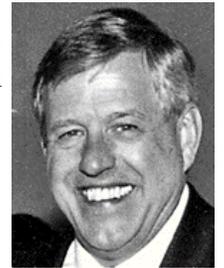
Letters from RUPA members are still a sparse commodity in this publication, and I hope that will change as I always enjoy them. The quality of this publication is still interesting and those responsible for it have taken up the slack and deserve applause.

Dick & Wilma, '55-'90 – DCA-NYC-LAX

IN MEMORIAM

DENIS SHELBY GETMAN

Denis S. Getman, age 77, passed suddenly and peacefully in his sleep at home in Highlands Ranch, CO on February 23, 2019.

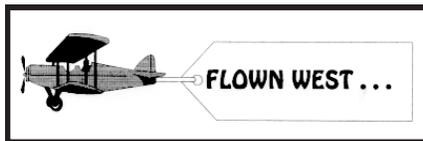


Dennis was born August 18, 1941 in Philadelphia, and grew up in Huntingdon Valley, PA where he attended Lower Moreland High School. Following high school graduation, Denis attended Southern Illinois University, Carbondale, where he played football and was a member of the Beta Chi chapter of Phi Kappa Tau fraternity. He transferred to, and graduated from, East Stroudsburg State College in 1963. Denis joined the U.S. Navy as an aviator that same year. He served on the U.S.S. Kearsarge aircraft carrier, flying combat missions during the Vietnam War and received multiple commendations for his service. Upon release from active duty, he continued his service in the Naval Reserves. Denis joined United Airlines in 1969, where he achieved the position of Captain on the 777 aircraft. He especially enjoyed flying UAL's European routes. After retirement, he became an active member of RUPA (Retired United Pilots Association).

Denis was a devoted husband, father and friend. Outgoing and caring, he never met a stranger. He was a Christian man, full of life, a lover of history and Westerns, a teller of great stories, a giver of bear hugs ... he was well-loved by family and friends and will be greatly missed by all.

Dennis is survived by his wife, Kathy, with whom he celebrated 50 years of marriage in 2018; his daughter and multiple nieces, nephews, cousins and in-laws.

At his request, there will be no funeral or services. In lieu of flowers, donations may be made in his memory to your local Salvation Army organization.



Jack L. Gentry	Nov. 13, 2018
Denis S. Getman	Feb. 23, 2019
*Dale A. Holbert	?
*Jan P. Jarboe	Dec. 14, 2018
George W. Roth	Dec. 22, 2018

**denotes RUPA non-member*



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

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

April, 2019 Edition

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To:

RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant*—623-566-8188
Tucson Toros (Dates vary) Contact Randy Ryan for Info—520-797-3912—randyryan40@msn.com

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant*—949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - Location TBA — 310-378-6855
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—Please RSVP—831-622-7747
SAC Valley Gold Wings (1st Monday, 12:00)—*Cliff House of Folsom, Folsom, CA*—916-941-0615
San Diego Co. (2nd Tuesday)—*San Marcos CC*—858-449-5285
San Francisco Bay-Siders (2nd Tuesday, 11:00 AM)—*Harry's Hofbrau, Redwood City, CA*—650-349-6590
San Francisco East Bay Ruparians (2nd Wed. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*—925-735-1946
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*
The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*
Thousand Oaks (2nd Thursday on odd months)—*Sunset Terrace, Janns Mall, Thousand Oaks, CA*—805-497-4847

Colorado

Denver Good Ol' Boys (2nd Tuesday 11:30AM)—*The Tin Cup Bar & Grill, Aurora, CO*—Tom Johnston 303-979-7272

Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC*—386-760-9736
S.E. Florida Treasure Coast Sunbirds (2nd Tue.)—*Shrimper's restaurant, Stuart, FL*—561-756-4829
The Ham Wilson S.E. Florida Gold Coast (2nd Thursday)—*Galuppi's Restaurant & Patio Bar*
S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers*—239-540-9112
Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill*—727-787-5550

Hawaii

Hawaii Ono Nene's (To Be Announced, Call Larry Becker, 808-262-8785)—*Mid Pacific Country Club*
Big Island Stargazers (3rd Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*—808-315-7912 or 808-334-1883

Illinois

Greater Chicago Area Group (2nd Tuesday, March, July and November)
(*Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL*)
The Joe Carnes RUPA Group (2nd Tuesday, January, May and September)
(*The Golf Club of Illinois, 1575 Edgewood Dr., Algonquin, IL*)

Nevada

Las Vegas High Rollers (3rd Tuesday)—*Memphis Barbecue*—702-558-9422 or 702-565-7175
Reno's Biggest Little Group (4th Wednesday)—*Sparky's Sports Bar - or—BJ's Brewhouse*
Call Gary Dyer 775-250-2672 or Lyle U'ren 775-232-0177

New York

New York Skyscrapers (June & October)—*Rock Spring Golf Club, West Orange, NJ*—psfman@gmail.com

Ohio

Cleveland Crazy's (3rd Thursday)—*TJ's Wooster (Always coed.)*—330-653-8919

Oregon

The Columbia River Geezers (2nd Tuesday 11:00)—*California Pizza Kitchen, Clackamas Town Center*
503-659-0760—Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com
The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville*—541-245-6896

Washington

Seattle Gooney Birds (3rd Thursday 11:00AM)—*Airport Marriott*—360-825-1016

Washington D.C.

Washington D.C. Area (3rd Wednesday, Jan, Apr, Jul, Oct)—*J.R.'s Stockyard Inn, McLean, VA*—540-338-4574
Williamsburg, VA (2nd Saturday 11:30)—*Victoria's Restaurant, VA* 757-585-2815