
rupanews



Journal of the Retired United Pilots Association

“Come Join Us at the RUPA Reunion in Dayton”



**THE WORLD'S LARGEST MILITARY
AVIATION MUSEUM**



The Wright Brother's Museum

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President's Letter

This is my last monthly president's letter for the *RUPANEWS*. On September 1st, there will be a new president and VP in office. They'll be selected by the RUPA Board of Directors, and if any of you are interested in one of those positions, please let one of the officers know ASAP. I goofed up and should have written this notice in the July issue. No excuse, sir! I just forgot.

Our Secretary/Treasurer, John Rains, tells me that many of our newest applicants are filling out the form but not paying their dues, which means they aren't actually members. They'll receive the *RUPANEWS* for three months gratis, but then John will have to contact each one to ask for their dues payment. We think it may be a little confusion about the fact that dues are to be paid annually on your birthday, and new members may think that they don't have to pay until then if that date is some time in the future. To start a membership, however, dues must be paid when applying.

I'm happy to say that we have a new luncheon group in the JAX area. Jim Peterson started looking in the Directory and found that there are 17 members living in this northeast corner of Florida with no RUPA meeting group nearby. As he wrote... "after months of procrastination I finally started getting the ball rolling and this last Tuesday we held our first luncheon. Six members showed up and we now have the basics worked out for a monthly gathering. We will begin with monthly luncheons in August as several members, myself included, will be on the RUPA cruise. We will be moving about each month until we find a place suitable for all. I will start out as the area representative and Jerry Bradley as the news-letter input writer (Our first one is complete and in transit to the *RUPANEWS* Editor)." For information, contact Jim Peterson at jepeter44@gmail.com or 970-201-6149. Thanks Jim!

RUPA policy is to only publish obits of members in the News. We recently lost an active pilot, who was not yet a member, but I thought it would be proper to print what Captain Dan Petrovich sent to me, telling of Captain Brian Witcher's performance during a dire emergency on a BA to MIA flight. Dan was the very last MIA Chief Pilot, and I was the last Council 150 Chairman. There couldn't have been a better relationship in any flight office.

"I first met Brian in 1985 as part of the United pre-hire new hire pilots. I had the opportunity to fly with Brian, a consummate professional, to both South America and Europe on a few occasions. A few years later years later I served as one of Brian's union representatives. Eventually, in 2003 - 2004, I worked as Brian's chief pilot in our Miami Domicile. Less than a month before the closure of our pilot base, late on the evening of April 13, 2004, United Flight 854, a Boeing 767 from Buenos Aires to Miami, was flying over Colombia in South America when they suffered a complete AC electrical failure. Capt. Brian Witcher commanded the flight along with First Officers Donald Arlotta and Ross Windom. Brian led the flight to a successful landing, at night, with no electrical power, no radios, no lights, and only 2 volts left on the battery for emergency flight instruments, into an unfamiliar airport [Bogota] in mountainous terrain after flying 41 minutes over the jungle. Pilots like Brian are a rare find and an honor to have known and shared time within our journey through life. Rest In Peace my friend."

[This crew was awarded the Superior Airmanship Award by ALPA. At our recent Southeast Florida RUPA luncheon, we had the pleasure of the company of active Captain Kevin Marovich and his wife, Cookie, both of whom I'd flown with. Cookie was one of the flight attendants on flight 854.]

Continued on Next Page

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**

Thank you for allowing me the honor of serving as your president. I always looked up to airline pilots. For me, and I'm sure for you, flying the aircraft was something we'll never forget. The friends we made at United were equally important and unforgettable. RUPA gives us the opportunity to stay in touch with many of those old friends, and to meet some new ones along the way too. RUPA is the most successful retired pilots' association, and those who came before me are the reason why. I can't thank them enough to what they built, and I was happy to lend a hand in keeping it going.

And now, a big welcome to our newest members.

Capt RJ McGavren (SFO) Angels Camp, CA
Capt Wally Zane (IAH) Porter, TX
Capt Dale Miller (LAX) Fallbrook, CA
Capt Michael Wendt (SFO) Whitefish, MT
George Cox (SFO) Colorado Springs, CO

Capt Rick Shaw (LAX) Redondo Beach, CA
Capt Paul "Rambo" Ramdial (EWR) Miami, FL
Capt Howie Christensen (EWR) South Pasadena, FL
Capt Jim Conger, Carpinteria, CA
Helen Erskine, Topanga, CA

Welcome back to one of our MIA members, a 1960 Capital newhire:

Captain Paul Livingway, Pompano Beach, FL.

I look forward to seeing many of you at the 2019 Reunion this October. If you haven't already sent in your reservation, please do it right away. Time's a wastin'.

All the best, *Bob*

Vice President's Letter

Hello from the VP corner. It just truly amazes me how quickly the days and months pass by and here it is mid-summer already. My wife and I have decided to enjoy the RUPA cruise which will be the highlight of our summer activities. Further, it will be a great opportunity to meet with some of the fine RUPA members who make our organization so vibrant. By the time you read this our cruise will be complete. So, I will say in advance, that we had a great time.

I am very happy to report that effective June 27, 2019, the parent company is changing its official title from United Continental Holdings, Inc to United Airlines Holdings, Inc. I feel very comfortable with this change as it solidifies our integration over the past decade.

The ongoing saga of Boeing's problems with the B-737 Max continues. It now appears the fix for the MCAS will be delayed once again. There are more problems for Boeing with regard to the functionality of the stab trim switches. Boeing was slapped with a class- action lawsuit from more than 400 pilots who say the company covered up design flaws in its 737 Max. I would prefer you to make your own conclusions about Boeing's problems.

UAL placed an order for up to 39 Embraer 175s (20 firm and 19 options) in a 70 seat configuration. The order was valued at \$1.9 billion and deliveries are expected to begin in the second quarter of 2020. This is a good step to make United the premier company for national travel.

Lastly, there is still adequate time to register for the RUPA Reunion in Dayton, Ohio on October 1 through October 4, 2019. Rich Bouska and I are planning this amazing event that I highly encourage you all to attend. We will have wonderful tours of the Wright Brothers facilities and the Air Force Museum. We are very fortunate to have Bryan Quigley, the UAL Senior VP of Flight Operations, to be our guest speaker at the banquet dinner. Further, the Air Force Band of Flight, the Spirit of Freedom, will provide our evening entertainment. This is a great opportunity to join some of the finest United aviators and exchange some awe inspiring "war stories". See you in Dayton.

My best to you all and have a great summer.

Still Flying High, *John Gorczyca*

How to send a letter or article to the Editor

The best way to send a letter, article, etc., is by email to (rupaeditor@rupa.org)

If you must send a letter by mail, please print or type it to make sure it's legible.

Send to:

RUPA, 2209 Quail Point Terrace, Medford, OR 87504

The deadline for having things printed in the magazine is the 15th of each month.

More information on the upcoming RUPA Reunion

Ladies and Gentlemen of RUPA, Our RUPA Reunion is being held in Dayton, Ohio on Oct 1 thru Oct 4, 2019. This will be one dynamic reunion as we will have the Senior Vice President of flight Operations, Bryan Quigley, as our reunion dinner guest speaker. Additionally, we will have the Air Force Band of Flight, the Spirit of Freedom, performing at the reunion.



This is a cannot miss reunion as there will be so much camaraderie. We will have tours of the Wright Brothers Museums and the Air Force Museum. If you find that you are the least bit interested, please send in your reunion reservation request to John Gorczyca as contained in the *RUPANEWS* magazine on Pages . See you in Dayton! *John Gorczyca*

Below is a list of those who have already signed up to attend the Reunion

Myron & Pamela Ashcraft

George Bleyle

Phyl Cleveland

Michael & Kristen Coyle

Gerry & Sheila Delisle

Walt Fink

Tad & Cheryl Gordon

Carol Jarmar

Pat Koester

Mac McCroskey

Jake & Cheryl Nelson

Roger Pickard

John Rains

Chris Richardson

Sybil Robertson

Guy Sapp & Christine Blackburn-Sapp

Dave Ulm

KR & Patty Wright

Bill & Rosemary Authier

Rich & Georgia Bouska

Pat Coshland

Barry Davidson

Cort & Nancy de Peyster

Bill & Carol Gander

Fred & Janet Hodge

Fred Keister

James Krasno

Lori Muir

Bob & Chris Olsen

Dorothy Prose

Beth Raphael

Randy & Pamela Ryan

Jon & Jane Rowbottom

BS Smith

Ted & Rose Wilkinson

Joe & Mary Bieryla

Rod & Deborah Boyd

Clark Crawford

Camille dela Rigaudiere

Kevin Dillon

John & Sharon Gorczyca

Joe & Donna Holub

Ted & Joni Keskey

Tom Losasso

Richard & Joan Murdock

Jim & Chrispy Peterson

Jim Prier

Bud Reed

Sue Sakata

Richard & Mary Lou Sanders

Cleve & Rose Spring

Don Wolfe

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

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

rupasectr@rupa.org

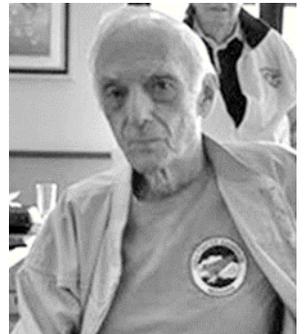
The Columbia River Geezer's RUPA Luncheon

A good turnout of Columbia River Geezers this second Tuesday of July. Left to right, clockwise. Bill Park, Doug Howden standing, Dick Ionata, Ron Blash, Tony Passannante, Mike Thomas, Steve Barry, John Cooper, Lew Meyer, and Jake Jacobsen. Conversations today revolved around the 737 Max and my recent excursion in my Carbon Cub into the mountainous back Country of Idaho. Others beside me, John Cooper and Steve Barry seated at the table have also been into Idaho's back country airports in the past.



Bill Park left a little early to travel North Towards Alaska. Bill has a Schooner or a large boat that he spends part of his summertime working on and moving it about from harbor to harbor. Doug Howden our happy wanderer is preparing for another historic trip to the European continent in 2020.

Dick Ionata spoke about his recent invite to the PDX's Air National Guard's "REDHAWKS" 123rd Fighter Squadron, summer gathering. Dick has been a guest speaker there in the past but this time he just sat around having a great time. OH!!! I should also mention that he was invited, that same day, to fly the Guard's F-15 simulator. Dick a former fighter pilot himself as well as a B-52 driver said he had a great time in the simulator and was challenged to the point where he was split S-ing and chasing some soon to be the demised Russian fighters. Or so the story went. Please see the photo inset of Dick as he did get the red "T-shirt." At the end the table is Mike Thomas. Mike spent many years as a fighter pilot and ended his military career as the Squadron Commander of the 123rd's Fighter Squadron.



Ron Blash states that Idaho has a broad selection of high-country airports. These airports can be found using GPS guidance and are maintained by the Forestry service. The GPS guidance can get you there, to the airport, but overhead, to really get there and learn how to get lined up for an approach into E.g., "Soldiers Bar." A small airport located on the side of a mountain approximately 700' above the river below with a crooked runway which is short, maybe 20 feet wide, landing up hill with bends and turns.

The landings, once you learn how to get lined up for the "approach" into these various runways at a density altitude of around 8000 feet is not always easy but a landing is do-able. Some of the runways are one way in and one way out with no go-a-rounds. Every airport is different, difficult. Learning how and which river to fly up or down, how to make 180 degree turns in the canyons over the river to get back to where you want to be, to get lined up, is the real challenge. Was it fun? No! not yet! It was a tense 3-day exercise. Fortunately for me I had one of our Geezers in my back seat. Sam Gordy Richardson. Sam has been instructing Back Country Flying in that part of the country for the past 7 years. Welcome aboard Sam, if you were not there, I would not have been either. Maybe, again next year? Maybe.....?

A little out sequence in rotation is still "Captain" Tony Passannante. Tony is flying Captain on one of Intel's Embraer Jets. In fact on this day Tony dropped in for lunch with all of us as he is flying a turnaround to SJC and back later in the afternoon. Steve Barry Just returned with his wife from a couple of weeks, visiting friends and traveling the country side of Ireland. Steve Camped out in the Dublin area but moved about seeing what he could see. He emphasized "what a beautiful country and the residents were wonderful." John Cooper, a retired US Air Captain and frequent visitor to our Geezer luncheons has a small Kitfox aircraft and spends time flying it into the back Country of ID also. Lew Meyer and Jack Jacobson are the two most senior retired Captains at the table.

A late arrival to lunch was Ray Reed. (see Inset) Ray worked for United on the LAXFO crew desk for many years until Clark Luther centralized the crew desk at EXO. Ray not wanting to live in the Chicago area took and FOSR position in Lax then eventually transferred to PDXOO where he worked for many years then retired.

Hope to see you on the second Tuesday of August. *Ron Blash*



S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

God Bless 'em...a few of the Ole Farts that are left down here in FL got up a sufficient amount of en-ger-ny to make it over to Shrimper's for our 2nd Tuesday of the month RUPA Luncheon. We've had quite the HOT and DRY spell for a while but recently we've seen signs of our normal FL WX pattern returning - sunny in the AM, rain showers in the afternoon and then nice again in the late afternoon and evening. We need a certain amount of rain.....so I don't think that there are too many people complaining about our WX....other than maybe too Hot (about 92-96 every day with a Heat index of about 105)!!! 😊



Left front clockwise: Ted Osinski, Jerry Holmes, Dick Starita, Jim Dowd, Andy Lambert, Jack Boisseau, Bob Langevin and Dave Damon.

The 8 of us spent a terrific couple of hours together with our usual gorgeous view of Manatee Pocket and the many boats and yachts that reside there. Among the many topics that were discussed were:

Jack Boisseau's purchase of the C-182 that I mentioned he was looking at in last month's write-up; the terrific job that Jet Blue is doing out of PBI to the various points that our Retired Pilots have reasons to fly to (great non-stop schedules, new and clean airplanes, etc.); and the usual Medical subjects that seem to come up at most of our Luncheons recently (eg. Andy Lambert's left arm, Jim Dowd's knee and leg wound, etc. etc.). Conversations that are probably not much different than the ones that you have at the Luncheons that you attend.

Rose, our server, saw to it that we got real good service and our meals (thoroughly enjoyed by all) were devoured by Ted Osinski, Jack Boisseau, Jerry Holmes, Andy Lambert, Jim Dowd, Dick Starita, Dave Damon and myself, Bob Langevin.

Our August Luncheon meeting will be on the 13th, so if you happen to be in the Stuart, FL area around that time, come over and join us. Until then, wishing you all a Happy and SAFE Summer, good travels and vacations along with good WX and a Happy Labor Day Holiday.

Cheers and Best Regards, *Bob Langevin* (MIAFO, CLEFO and ORDFO)

San Francisco East Bay Ruperian's Luncheon

Our small, but talkative group, met at Primavera Restaurant in San Ramon, 2nd Wed. at 1 PM to discuss our health, our travel plans and the articles on 737MAX, Boeing, and FAA in July issue of Rupa. Astounding!! "If humans are involved..."

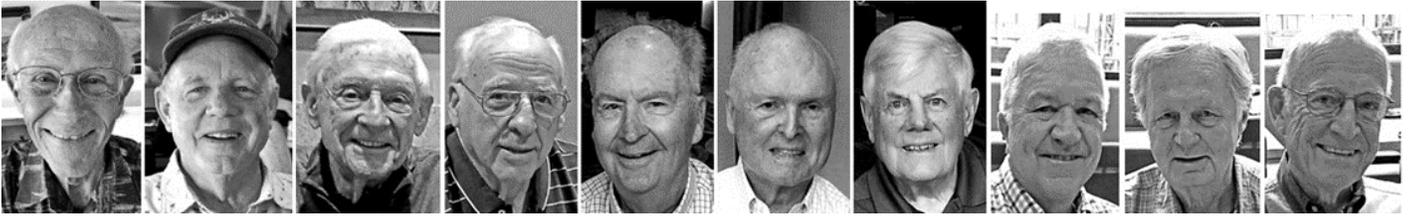
Three of our regulars, Rich and Georgia Bouska and B.S. Smith missed an excellent luncheon due to prior commitment on the RUPA Cruise, I believe...? Hopefully, good stories and good photo at next month's luncheon.

One of our former attendees, Roger Ehm, 88 of Walnut Creek flew West recently, hadn't seen Roger since last year.

Attending, Shirley Francis, Jerry Udolhoven, Tammy Dahlstrom, Neil Dahlstrom, Lee Francis.
Keep those interesting letters coming. *Neil*

Seattle Gooney Birds RUPA Luncheon

14 pilots and five pilot wives attended the luncheon at the Sea-Tac Marriott. As usual, Peg and her staff took good care of all attendees.



L to R: Tom Smith, Hank Kerr, Jack Brown, Jim Barber, Rich Hurst, Alan Black, Fred Hope, Rob Robison, Eric Malm, Bill Jensen.



Pat Williams, Bud Reid, Bob Howard, Herb Marks, Maureen Hurst, Kathy Black, Sarah Hope, Sylvia Baird, Ruthann Marks

It was great to see Herb Marks again as he had recovered sufficiently from hip fracture and physical therapy. His wife, Ruthann, provided chauffeur service and it was a pleasure to see her as well. Herb had not lost any of his quick wit and humorous outlook on life. Many of the attendees had had the pleasure of flying with Bob "Jake" Jacobson in Seattle prior to his retirement in 1983. We were happy to see him and his iconic smile in the *RUPANEWS* July issue at the Columbia River Geezers lunch.

Upcoming events were covered including the July United Pilot Wives picnic and the September BBQ Fest at Bill and Kathy Sanford's.

For the first time in many months the Boeing crisis was not a Hot Topic.....

Looking forward to August. *Hank Kerr*

The Big Island Stargazers RUPA Luncheon

It was another great day in paradise for our June luncheon at The Fish Hopper. Restaurant manager, Kathleen, continued to indulge us with complimentary pupus and lavish desserts.



Left to Right: Bill & Linda Hayes, Beth Raphael, Joan & Gerry Baldwin, Linda Morley-Wells, Don Diedrick, Linde & Al Rimkus.

Al Rimkus spoke about last month's Super Sabre Society meeting, and during the annual event he was able to take a flight in a Stearman. Lex and Ebby Pinson were in Colorado getting ready to make the move to Hawaii. We look forward to them becoming full-time Big Island Ruparians in August.

If you are in town, please join us on the third Thursday of the month down on the waterfront in historic Kona Village. *Linda Morley-Wells*

The Greater Chicago RUPA Group Luncheon

Nick's Pizza & Pub in Crystal Lake hosted our summer luncheon, and forty-four folks attended to enjoy the good food and camaraderie in each others' company. Nick's manager, Monica, was our server for the day; hats off to her for handling the crowd, and to her staff for the excellent cuisine we all downed.



We were happy to see three of our invaluable ORD Flight Office folks there, with Ceil Myers, Marj Nelson and Barbara Weir attending. While visiting family in the area, Captain Bruce Stover dropped in for his first RUPA luncheon.

Our special guest speaker for the luncheon was Captain Herb Hunter, the "Voice Of The Chicago Air and Water Show," who's been with that event for thirty-two years. Starting out as a KC-135 pilot flying in the show, Herb went on to be its full-time announcer and even sang the National Anthem at one time during his earlier tenure. Herb's presentation was terrific...his enthusiasm and love for what he does was evident as he spoke of the coordination involved with the city, various jet teams, and other performers, and he provided insight into the often-complex problems inherent with ORD traffic coordination. There have even been behind-the-scenes politics on relatively high levels as well. (Who'd have guessed that'd happen in Chicago?).



Our full lunch roster included John Anderson, LeRoy and Eva Bair, Jim Boyer, George Bracke, Larry Cabeen, Barry Davidson, Carl Eberle, Walt & Jan Fink, Jan Gawenda, Jim Hanson, Bob Helfferich, Mike Hepperlen, Denny Holman, Herb Hunter, Scott Joseph, Ben and June Kalom, Dick Kane, Russ Kuhlen, Dick and Maribeth Kuhn, Wes Lundsberg, George and Jacquie Mathes, Jack Mumaw, Steen Munter, Dick Murdock, Ceil Myers, Howard and Marj Nelson, Tom Roskens, Ole Sindberg, Gene Stepanovic, Bruce Stover, Dave & Linda Strohm, Jim Trosky, Mike and Diane Webb, Barbara Weir, and Tom and Beverly Workinger

November 12th will mark our next Nick's luncheon where we'll also include our annual "salute to veterans" since it's the day after Veterans Day. RUPA members, guests, active and retired pilots, and guests are all welcome to attend. Scribbling submitted, *Walt*

The Annual **GUPPY GATHERING** Continues!



Dee and Larry Whyman will be hosting this year's event, which will be held Wednesday, Sept. 18 from 11am-2pm at the NE corner of the Sonoma Town Plaza in Sonoma, CA. It will be "Potluck", but if you are unable to bring a dish, don't worry, there's always plenty of food! Any and all pilots, flight attendants, maintenance folks, or office staff associated with the guppy are invited. For more information contact Larry at LarryW737@aol.com or phone 707-996-9312

~Let's do this one for Leon and Vicky!~

Dana Point RUPA Luncheon

It was a very pleasant beautiful Spring day in the harbor at Dana Point, and so we were able to enjoy sitting outdoors on the veranda with its magnificent harbor views. There was a total of thirteen people in attendance, including four wives, which is always nice because they shared our lives on the airline with us.



L to R: Bill Stewart, Marie Ryerson, Chuck Ryerson, Joe Udovch, Bill Rollins, Park Ames



L to R: Rico & Merle Santamaria, Cheryl & John Arp, Bruce Dunkle, Janic & Bob Fuhrmann.

As we grow older, many of us have chosen to move into retirement communities, as have I and a few of our other local members. After nearly 40 years of living in Laguna Hills, California, I have moved into a community called REATA GLEN, East of San Juan Capistrano on the Ortega Highway. With me here currently are CHUCK and MARIA RYERSON, and soon to be joined by BILL and JEAN STEWART.

CHUCK and MARIA RYERSON came to the United family from PanAm and had not been to our Dana Point gathering place of the Wind & Sea restaurant which TED SIMMONS started many years ago and has since flown West. So, I took them as my guests to introduce to the gang and to show them how short and easy the drive is to get there from REATA GLEN.

We discussed, among other things, the use of mobility vehicles for those of us who have some difficulty in getting around, both three and four wheeled vehicles, and BILL STEWART indicated that we might be able purchase these at something of a discount with a doctor's prescription and the proper insurance.

Mobility vehicles would be nice to get around a the REATA GLEN campus because there are long hallways to get to pools and gymnasiums, as well as to dining facilities and to medical offices which are still being completed. All of us, both new and old had great conversations while enjoying our lunches at the Wind & Sea restaurant.

That's all for now from your correspondent, *Joe Udovch*. CHEERS TO ALL

Manassas RUPA breakfast

The DCA chapter of RUPA had a great breakfast on the morning of June 14, 2019 at the fabulous Golden Corral in Manassas, VA.



L to R, Don Reinhard, Sim Stidham, Stokes Tomlin, Jim Turner, Bill Davis, Hal Cockerill, Gene Couvillion, Gary Cook, EK Williams and Jim Foster.

As usual, there were many important issues discussed and many “tales of the good old days” related.

The next occasion is always on the 2nd Friday of the Month. If you are available...join us! 0900 hours!

The JAX RUPA Group Luncheon

Announcing a new group to our organization, the JAX RUPA Group. We are drawing on the RUPA members, and guests, in the greater Jacksonville area of North East Florida. This incorporates Jacksonville, South Georgia, St. Augustine and points West and South. We had our first Luncheon Tuesday, the 25th of June and it was attended by Six Ruparians.



Attending our first meeting were Bernd Foerster, Bill Gander, Laurie Reeves, James Thompson, Jim Peterson and me, Jerry Bradley. *The names don't match the members in the picture.*

No one knew anyone else, but we are all good friends now. Jim Peterson arranged the affair and he was very quickly elected to be our leader. He was thrilled. I was elected to write the meeting letter for two reasons, I was the only one to have ever been to a RUPA lunch before and because I can't keep my mouth shut. Just kidding, I co-hosted the Miami group, now the Ham Wilson SE Florida Group, with Jimmy Carter for several years and wrote the letter there.

We plan to meet on the third Tuesday every month beginning with August 20th. We can't make July because Jim and I will both be on the RUPA cruise.

Jim will send an e-mail reminder a few days before the meetings. As a beginning, we are meeting at the Miller Ale House in South Jacksonville. It is about a mile South of the intersection of I-295 and San Jose Blvd (or state road 13), on San Jose. For more info, contact:

Jim Peterson
jepeter@gmail.com.
970-201-6149

United Airlines Pilots Retirement Foundation

The purpose of the Foundation is to provide charitable monetary support to eligible recipients in the retired United Airlines Pilot community to enable them to maintain a reasonable minimum standard of living with the dignity they deserve.

The Foundation was incorporated in 1986 and has tax exempt status with the IRS under chapter 501c3 of the tax code.

The Corporation shall from time to time provide monetary assistance to (a) retired, whether voluntarily or involuntarily, United Airlines Pilots; (b) the widow/widower and/or surviving descendants and/or the spouses of surviving children of a deceased United pilot. Any individual failing within the scope of this section may qualify to receive assistance after applicant clearly establishes to the Board of Directors that his/her total monthly income, after consideration of all relevant factors, is clearly inadequate to maintain a reasonable minimum standard of living.

For more information, the Foundation has a website: uaprf.com.

There is a link to the Foundation on the "info links" page of the RUPA Website. www.rupa.org

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Ah, the transition from Spring to Summer. Been warm (no, make that hot), now cooler and delightful. Long days with so much to do here in southern Oregon. A wonderful time of the year.

Had a run to our Chetco River camp for a week, three (!) graduations, and our RUPA lunch...indeed a fun time with more to come. Although we missed a couple of the 'usual suspects', a good group at the Pony Espresso for lunch. Topics included the missing from the group, 737 Max, 'war' stories, 'famous names' (a wonderful and recurring topic I might add), best layover cities and, not to be missed, only a bit of 'ailments'. Ah, the age...you just gotta love it. The Intrepid Aviators of Southern Oregon RUPA Luncheon

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Seated L to R: Leeann Fusco, Marty Niccolls, Jim Jaeger, Steve Fusco, Michael Bennett and Harvey Saylor. Standing: Scot Lee and me, Bob Niccolls...and no comments about the sign of 'Pick up drinks here' over my head. We missed Cleve and Rose Spring this month as they were traveling to a squadron gathering. Till July, cheers and enjoy! **Bob**

Denver Good ol' Pilots' RUPA Luncheon

Twenty-seven Good Ol' Pilots and guests assembled for social/happy hour and a catered lunch at The Tin Cup Bar and Grill in Aurora on 9 July.

After lunch Ted Wilkinson started the meeting with some humor. Next it was reported that retired Denver pilot Paul Schueler had flown west. Paul was well liked and respected. He will be missed.

Clipped Wings member Judy Meyer had asked we pass along that the local chapter of Clipped Wings was sponsoring a team to enter an "airplane pulling contest" at DIA on 17 August at the Signature hanger. The purpose is to raise money for Special Olympics. According to Judy, anyone wanting to help pull should contact Sue Wilson at wilsonsuec@gmail.com or retired United pilot Mark McGurk at 303-693-6761. The pulling team will be capped at 25 members. We talked to Mark about it and he said it is a lot of fun for a good cause. Last year the aircraft involved was a Fed Ex 727.

Attending were : Jim Adair, Rick Bebee, Allan Bielanski, Bob and Ann Blessin, Stanley Boehm, Tom Bush, Jack Davis, Bruce Feinstein, active UA pilot Sam Frey, Bill Hanson, Doug Hill, David Horwitz, Steve Jacques, Tom and Sue Johnston, Ron Juhl, Cliff Lawson, Bruce Munroe, Daryl Rice, Joe Rozic, Rick Steele, Casey Walker, Ted and Rose Wilkinson, and active UA pilot RJ Wolf. **Tom**

SAC Valley Gold Wingers RUPA Luncheon

We had a somewhat smaller crowd today due to summer travels and the proximity to the July 4th holiday.



L to R: John Petts, Gary Webb, Bruce Milan, Jerry Blalock, Bjorn Anderson (UAL Maintenance), Bill Authier, Tom Wright, Ed Akin, Dave Leippe, Sharon Gorczyca, Joni Cordano, Karl Winkelbrandt, Julie Akin, Linda Akin and John Gorczyca. Picture to the right are Andy and Barbara Fossgreen.

There was a big discussion on the problems Boeing is experiencing with regard to their 737 Max aircraft. We had a lot of inputs and we all came to the realization it may be a while before all the 737 Max airplanes are back online. It was also noted that Boeing was slapped with a class action lawsuit from more than 400 pilots who say the company covered up design flaws.

There was a discussion of unruly behavior on planes by passengers who are tied to the "stress of flying". This was reported by Jeff Greco in the RUPA group FB page which he found in a NY Times article. I might mention that Jeff is a Goldwinger.



Needless to say, thank you all for attending the Goldwinger luncheon. Ed Akin and his family were able to attend. Ed is doing well after his medical problems last year. We are still hoping that Bob and Kathy Lynch are progressing well in their medical recoveries and return to our luncheons.

So, to quote Lou Holtz, "Ability his what you are capable of doing. Motivation determines what you do. Attitude determines how well you do it." Over and out. Have a good summer.

Still Flying High, *John Gorczyca*

The Monterey Peninsula RUPA Lunch Bunch

Our July 10th luncheon was perfect weather! Crowds and traffic after the July 4th week was lighter than normal for the summer vacation season. Those enjoying our great day was our hosts Pete and Donna Walmsley, Linda Mackie, Steve and Terry Filson, Carlos and Judy Quintana, Diane Emerson, Diane Ellis, Mike and Mary Lynne Donnelly, Sharon Nelson, Jack Cowles, and your truly.

Carlos shared stories of the early development of the "Blue Angels." Mike and Mary Lynne have returned from a 20 day cruise aboard a Viking Cruise Ship from Yokohama to Vancouver with stops in Russia, along the Aleutian chain, and through the inside passage. The Filsons will be leaving for England and France and I'm leaving for Ireland. Talk also centered on the old DC-8s and the "white whale" that flew like a Mac Truck with heavy controls and slow responses – for fighter types! Of course conversation also touched on our aches and pains as back, knees, hips, and shoulders keep reminding us of their years of wear and tear!

September 11th is our annual RUPA Golf Tournament at Quail Lodge in Carmel Valley. Come join us for lunch and an afternoon of excellent golf! Contact Pete at: PeteWalmsley75@gmail.com

Are you going to Dayton for our RUPA reunion the first week in October? Get signed up soon – great opportunity to enjoy the camaraderie of RUPA and visit the Air Force Museum and the Wright Brothers Museum!

Next RUPA luncheon is August 14th at Edgar's Quail Lodge. RSVP by noon the Tuesday before! Stay healthy be happy! *Phyllis Cleveland*

The San Francisco Bay-Siders RUPA Luncheon

Another beautiful day in the Bay area. Arrivals for lunch were pretty slow and we were concerned that we were going to be the only people there.



Left to Right: Larry Wright, Carol Gillett, Bill O'Connell, Jerry & Krista Terstiege, Barry Hamley, Jan McNaughton, Gerry Delisle, Jeri Johnson, Cyndi and Erhardt.

Just when we thought all was lost to summer activities and the RUPA cruise, our Bay-siders started appearing. We never garnered a large crowd but those who did attend had plenty of good conversation and no one seemed to be in a hurry to depart.

Unfortunately, we must report two deaths in our group. George Mendonca passed away at his home in San Mateo on June 25th. We also learned, belatedly, that Bill Hartman has also passed away. No details about him yet. We will miss them both.

Our luncheons are always on the second Tuesday of the month – 11 a.m.

Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA *DL "Larry" Wright*

San Francisco North Bay RUPA Luncheon

The North Bay RUPA group met on July 3rd, the first Wednesday, at our favorite haunt, the Sheraton Tolay at the Petaluma marina. What can I say, it was another lovely Sonoma County day with clear skies and not quite so hot, as we have had some scorcher type days so far this year.



Left to Right: Barney Hagen, Wayne Heyerly, Bill McGuire, Dick Hanna, Carol Hanna, Bob Grammer, Galen Wagner, Larry Whyman, Sam and Mickie Orchard.

Lively discussion all around and a nice remembrance from Bill McGuire about the time he met Miss Jessica Cox, the young lady born without arms who has learned how to fly and flies the plane with her feet. an inspiration to all.

Larry Whyman reminded us of the upcoming Guppy Gathering in Sonoma on the 18th of September. This year will be dedicated to the memory of Leon Scarbrough who passed away recently.

First Wednesday of the month, Sheraton Tolay at the Petaluma marina, meet at 12:00 noon, sit down at 12:30 and done by 2:00ish. Come join us and bring along some of those great stories of the good old days.

Per ardua, *Barney*

San Diego North County RUPA Luncheon

For our June RUPA Luncheon our group drove up the coast to Dana Point to join the Dana Point RUPA Luncheon pilots. Most pilots know where Marine Corps Base Camp Pendleton is, and our San Diego group meets at Palomar Airport south of Camp Pendleton and it was a nice drive to meet the Dana Point pilots just north of the Base. We met the pilots and their wives at the Wind & Sea Restaurant located in Dana Point Harbor. Great place with terrific views of the harbor and good food!



Standing L to R: Mark Mayer, Scott Herman, Scott Becker, Colin Winfield, Michele (our host).
Seated L to R: Bill Lucius, Susan Mayer, Molly Herman, Evelyn Lucius, Rhoda & Brad Green.

I believe there was a reunion or 2 of pilots that hadn't seen each other in years. We all know the conversation, "Wow, haven't seen you in years. Didn't we fly the 10 back in '94?" "Nah, I don't think so, more like the 400 in '02." "Yeah, maybe. Did you ever fly the 8.....?" You both know you flew together but not sure what airplane, what base or what layovers. It's fun reminiscing.

It was a beautiful day for our July Luncheon back at Palomar Airport at The Landings Restaurant located right on the field. Michele, who owns The Landings Restaurant is always a gracious host. She likes sitting with us for a while listening and telling a story or two. Since Molly is an active FA with UAL Michele and Molly like to compare notes and a few stories of their own. I'm sure there wasn't a mention of a pilot in any of their stories. (yeah, sure!)

Quite a few business jets come and go from Palomar Airport and it's fun to try and guess what each are. The topper was a G5 and someone looked it up on google. I believe the range can take the airplane from LAX to Nice, France. I wonder if the crew bunks are anything like the 400? Maybe the pilots get a chocolate mint on their pillow.

The food was great as usual and I had my Peanut Butter Burger as usual. It's always good.

C ya next month, *Mark*

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

The Ham Wilson S.E. Florida Gold Coast RUPA Luncheon

We held our July Summer lunch and had a good crowd. We had some recent former Continental guys attend and an active UAL guy and family. Many of the regulars were there also.

The person from the restaurant staff who took the picture thought if he made it a diagonal picture he could get everybody in. And so that's why the picture appears to be on a 45° angle. No Boeing standards were exceeded and no flight safety awareness reports were handed in.



From left to right: Stan Baumwald (NWA), Paul Livingway, Kevin Marovich, Chase Marovich, Dave Friend, Jim Morehead (standing), Steve Vella, Glenn McGarry, Bill Garrett, Cookie Marovich, Paul Ramdial (standing), Art Jackson, June Jackson, Bob Engleman and Dan Kurt.

Bob Engleman announced his RUPA Pres term will soon come to an end.

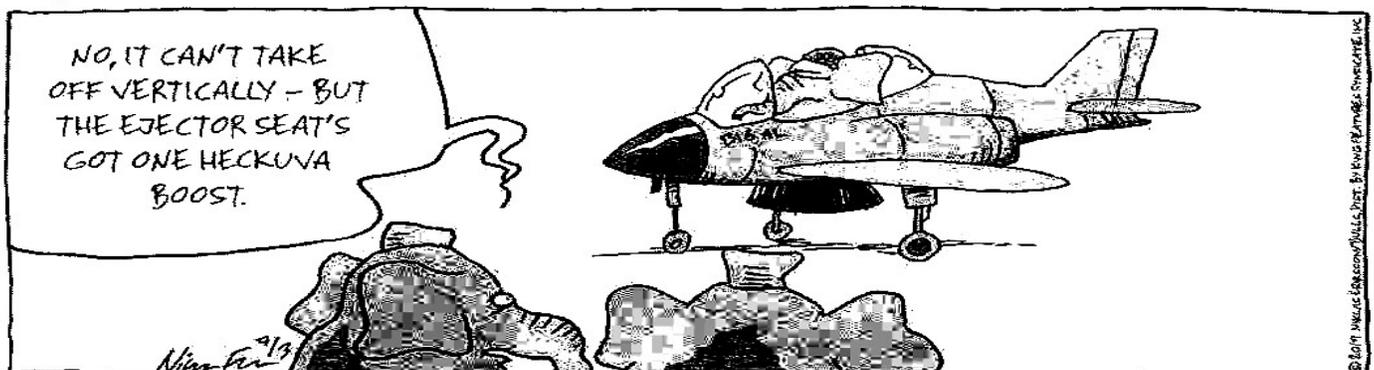
On a sad note the day before the lunch was a funeral service for Brian Witcher who passed away in June. He was a longtime former Miami pilot in addition to other domiciles and was still active.

The First "in a while soon to be famous" RUPA Reunion will be held in Dayton, Ohio and will include visits to the Air Force Museum and the Wright Brothers museum in downtown Dayton.

The August luncheon is again the second Thursday of the month and that will be August 8.

Art Jackson & Jim Morehead

Carpe Diem Niklas Eriksson



Leesburg RUPA Breakfast

Gary got us rounded up and in good order on June 7th at IHOP in Leesburg, Va. O.K., maybe good order is stretching things a bit but there was no food fight.



L to R: Fred Streb, Gene Couvillion, Gary Cook, Larry Rooney, J.C. Black, Howard Marcus, Bugs Forsythe, Pete Coppolino, Roy Liggett, Jim Turner, E.K. Williams, Svm Stidham and Billy Davis.

There were discussions of cruising, space available travel out of Heathrow and legends of the domicile. Three were present whom we have not seen for a while. Pete Coppolino took time off from volunteer duties, Howard Marcus had respite from flying and Larry Rooney was 'first timer.' Larry and his wife have moved from long time residence in Maryland to Shepardstown, WV. Larry has not lost his ebullient good humor and we hope he will find a way around the morning eastbound rush to join us again. *E.K.*

Ohio Cleveland Crazies RUPA Luncheon

On a very warm summer day in Ohio we had seventeen members, wives and friends for a great lunch and time together.



Left to right standing: Phil Jach, Harvey Morris, John Hochmann, Linda Jach, Rich McMakin, Pat Morris, Dawn and Bob Lang, Judy Rooney, Ed Rooney, and our lovely server, Jennie.

Seated from left to right: Bob Olsen, Ken Wheeler, Vickie Getz, Ken's daughter Eliza Wheeler, Joe Getz, Terry Holmberg, and Mike Holmberg.

Dawn Lang mentioned that Flight Attendant, Gay Larrick, passed away. Joe and Vickie Getz had seen the musical "Come From Away" and highly recommended it. Denny Flanagan will be a speaker at the opening of the Oshkosh Fly-in and Air Show on July 21st. And Jim and Monica Burrill are in Canada touring the Canadian Rockies. On a sad note we will be losing our server Jennie. She wants to spend more time with her family. We will miss her!

We have a speaker scheduled for our September meeting. Ed Satterfield is a retired FBI agent who was deeply involved with the crash of United Flight 93 in Pennsylvania. He will tell us his story. If anyone is interested in attending our meeting on Thursday September 19th, please let me know no later than September 1st how many will be attending so the room and seating can be arranged at TJ's. Cheers, *Phil*

The Gary Cook Invitational RUPA Breakfast

The Gary Cook Invitational Breakfast of July 5th, 2019 was held at the IHOP restaurant in Leesburg, VA.



Left to Right: Gil Coshland, Gary Cook, Stokes Tomlin (scribe), EK Williams, Dave Strider, Bob Gilbert, John Hebbe, JC Black. Bill Davis and Dave Anderson.

The usual banter took place....that is until the “NAVY” guys started telling unbelievable war stories of heroism, daring and“JUST GOOD LUCK”!

All of this usual fun will recommence on the 1st Friday of August (the 2nd...if you are keeping score). All are welcome to join us. Keep the “blue side up!” and “Clear Right...I’ll take the chicken!”

Stokes Tomlin

United again named top company for disability inclusion



United Airlines was recognized for the fourth consecutive year as a top-scoring company and best place to work for disability inclusion with a perfect score of 100 on the 2019 Disability Equality Index (DEI). The 2019 DEI measured United’s inclusion criteria including: culture & leadership; enterprise-wide access; employment practices such as benefits, recruitment, employment, education, retention and advancement, accommodations; community engagement; and supplier diversity.

This latest recognition lauds United’s continued investments in inclusion, while specifically citing the airline’s recent launch of a Business Resource Group (BRG) for employees with disabilities and allies called “Bridge”. The employee-led objectives of Bridge include creating awareness of the experience of being a person with a visible or hidden disability and to provide education and support for groups focused on hiring, developing and retaining talent. This includes highlighting the importance of accessibility throughout all company processes and plans. The launch of this BRG helps support United’s efforts to uphold an inclusive and welcoming environment for all.

“United’s leadership in advancing disability inclusion practices is about doing what’s right and doing what’s good for our employees, customers and business,” said Lori Bradley, senior vice president of Global Talent Management at United Airlines. “We are proud of this distinction and will continue working to champion these initiatives to ensure we continue to earn a perfect score every year in the future. We thank the American Association of People with Disabilities (AAPD) and Disability:IN for recognizing United’s commitment to diversity.”

United’s diversity and inclusion initiatives include efforts to build a more inclusive workplace and customer experience. Through these initiatives, the airline demonstrates its commitment to engaging with and advocating for various diverse groups, some of which are the LGBT community, people of color, women, veterans and people with disabilities. United also works with partner organizations to engage people from all backgrounds to build a more diverse aviation industry and works with partner organizations to bridge opportunity divides for underrepresented groups across the economy.

United to upgraded power, air systems coming to many gates



The new pre-conditioned air units (R) are more powerful and more efficient than the diesel units they are replacing. Cargo loaders (L) powered by lithium batteries can be eligible for grants to offset some of the acquisition costs.

We will begin replacing many of our ground power and pre-conditioned air units (GPUs and PCAs) at jetbridges throughout the network with more efficient and effective models. Meanwhile, we continue to incrementally replace or refurbish hundreds of other pieces of ground service equipment, with many fleets getting considerably greener and less expensive to own.

United owns and maintains 494 GPUs and 464 PCAs at select hubs and line stations; as our aircraft get larger and require more power, these new units are designed to deliver cleaner power and cooler air more efficiently. In addition, EPA rules will not allow production of the refrigerant R22 next year, limiting our ability to continue to service those units.

GSE and Facilities Maintenance Operations Support Director Barbara Sullivan said in recent years it's also become apparent that as we acquire more modern and larger aircraft such as the Boeing 787, their air and power needs exceed the capacity our older, fixed equipment can provide. The older units are also more prone to mechanical failures and require more ongoing maintenance, she said.

The 2019 replacements, which will be delivered through the year, include 85 PCAs and 67 GPUs, for a total investment of just over \$20 million.

In addition, the GSE and Facilities Maintenance team is partnering with Environmental Affairs to pursue potential grants to offset funding of electric ground service equipment. While the outright acquisition costs of electric GSE can be 15% higher than comparable diesel- or gasoline-powered GSE, grants could lower the cost by 50%, and once in place, the operating costs of electric GSE are far lower than traditional GSE.

United is already a leader in "green" GSE. Late last year, we became the first U.S. operator of an electric battery-powered ground power unit, at LAX, and have ordered five more for use at LAX and other California airports. We are also the first U.S. airline to develop and deploy electric cargo loaders. More than half our ground equipment at IAH, LAX and SFO is already electric, and, in DEN, our combined electric and compressed natural gas fleet accounts for more than half the total.

By taking advantage of many of the grant programs available now, we are really starting to increase our electric fleets at ORD, which is just over one-third "green" now. We also have big plans in the works for EWR and IAD.

Boeing pledges \$100 million to families of 737 MAX disaster victims



Boeing announced \$100 million in funds to address family and community needs of those affected by the tragic accidents of Lion Air Flight 610 and Ethiopian Airlines Flight 302. These funds will support education, hardship and living expenses for impacted families, community programs, and economic development in impacted communities. Boeing will partner with local governments and non-profit organizations to address these needs. This initial investment will be made over multiple years.

"We at Boeing are sorry for the tragic loss of lives in both of these accidents and these lives lost will continue to weigh heavily on our hearts and on our minds for years to come. The families and loved ones of those on board have our deepest sympathies, and we hope this initial outreach can help bring them comfort," said Dennis Muilenburg, Boeing chairman, president and CEO.

"We know every person who steps aboard one of our airplanes places their trust in us. We are focused on re-earning that trust and confidence from our customers and the flying public in the months ahead."

Boeing will release additional information in the near future.

Consistent with Boeing's regular process for employee charitable donations, company employees will also have the opportunity to make donations in support of the families and communities impacted by the accidents. Boeing will match these employee donations through December 31, 2019.

Boeing seeks to replace costly airborne tests with digital simulation



According to the latest reports, Boeing is considering phasing out some old-school airborne jet tests and relying more on digital simulation analysis in order to “streamline” the flight safety certification of its latest long-range 777X and future planes.

At the height of the scandal surrounding two fatal 737 MAX crashes – and just as the company CEO admitted they had made a “mistake” by not properly informing both customers and regulators about the known issue – it has become known that Boeing is seeking to cut hours of airborne 777X tests during the year-long flight trials. Instead, the aerospace company plans to conduct more computerized stress simulations to present to the Federal Aviation Administration (FAA) for flight safety certification.

The release date of the Boeing’s wide-body, twin-engine, long-range 777X jet has repeatedly been postponed due to technical and certification issues, particularly with its composite wings and engines, but the company remains hopeful it can be rolled out for commercial use in June 2020.

In the future designs, Boeing hopes that switching to computerized stress simulations, for instance on wings and fuselage, will save costs by reducing labor-intensive physical safety tests, the agency learned from FAA and industry sources. Lobbying for this more limited direct FAA oversight is part of company’s ambitious effort to “streamline” the certification process.

The company’s ultimate goal is to expand so-called “certification by analysis” using computer modeling as extensively as they possibly can, one source said, noting however that such transformation is only at a “conceptual phase” at the moment.

Boeing declined to comment on the report, only noting that it is “looking holistically” at “design and certification processes” in light of two 737 MAX crashes in Ethiopia and Indonesia, which killed 346 people.

Currently, the FAA accepts both physical and computer-modeling tests for safety compliance certification. When asked if Boeing would be allowed to eliminate a wider range of physical tests, the agency’s spokesperson Lynn Lunsford said that the FAA “makes determinations on a case-by-case basis, relying on data and decades of experience in certifying aircraft.”

The watchdog, however, is itself under increased scrutiny and has been facing accusations that it failed to properly oversee checks on the flight-control system of the 737 MAX, the catastrophic malfunctions of which are blamed for the fatal crashes.

Boeing 787 Dreamliner dragged into 737 MAX probe



US Department of Justice is expanding its Boeing inquiry, probing the charges that the 787 Dreamliner’s production was plagued with the same incompetence that dogged the doomed 737 MAX and resulted in hundreds of deaths.

The federal prosecutors have requested records related to 787 Dreamliner production at Boeing’s South Carolina plant, where two sources who spoke to the Seattle Times said there have been allegations of “shoddy work.” A third source confirmed individual employees at the Charleston plant had received subpoenas earlier this month from the “same group” of prosecutors conducting the ongoing probe into the 737 MAX.

Boeing is in the hot seat over alleged poor quality workmanship and cutting corners at the South Carolina plant. Prosecutors are likely concerned with whether “broad cultural problems” pervade the entire company, including pressure to OK shoddy work in order to deliver planes on time, one source told the Seattle Times. The South Carolina plant manufactured 45 percent of Boeing’s 787s last year, but its supersize -10 model is built exclusively there.

Prosecutors are on the hunt for “hallmarks of classic fraud,” the source said, such as lying or misrepresentation to customers and regulators. Whistleblowers in the Charleston factory who pointed to debris and even tools left in the engine, near wiring, and in other sensitive locations likely to cause operating issues told the New York Times they were punished by management, and managers reported they had been pushed to turn planes out faster and cover up delays.

The 737 MAX, too, was reportedly rushed to market amid much corner-cutting in order to beat competitor Airbus' hot new model. Worse, the Federal Aviation Administration allegedly let Boeing conduct many of the critical safety checks itself, and other countries' regulators took the US safety certification as proof they did not need to conduct their own checks, culminating in the Lion Air and Ethiopian Airlines tragedies in October and March.

A critical fire-fighting system on the Dreamliner was discovered to be dysfunctional earlier this month, leading Boeing to issue a warning that the switch designed to extinguish engine fires had failed in "some cases." While the FAA warned that "the potential exists for an airline fire to be uncontrollable," they opted not to ground the 787s, instead ordering airlines to check that the switch was functional every 30 days.

The DoJ and Department of Transportation's Inspector General opened their investigation into the Boeing 737 MAX after the first of the two planes crashed in Indonesia in October, killing everyone on board; the FBI joined the investigation in March after the second plane went down in Ethiopia under similar circumstances. Calling the launch of the probe after one crash "highly unusual," one of the Seattle Times' sources suggested someone with inside information had come forward with evidence about the cause of the crash, which has since been traced to flaws in the plane's onboard MCAS computer system.

Boeing has not yet been charged with a crime regarding either crash, but lawsuits against the company, including one class-action suit by over 400 pilots alleging the company covered up the flaws in its MCAS system, are piling up and orders of its planes have dropped to near zero as airlines around the world have grounded the 737 MAX for the last three months. Earlier this month, the FAA found even more "potential risks" that must be addressed before the 737 MAX can return to flying.

\$4.9 billion hit: Boeing braces for biggest quarterly loss in its history



Boeing said that the company is bracing for the biggest quarterly loss in its history when the world's largest plane-maker. Boeing's revenue will take a \$4.9 billion hit in the second quarter due to the worldwide grounding of its 737 MAX jets after two fatal crashes.

According to the company, lost sales, reduced production and the compensation payments it was expecting to hand over to date would cost the plane maker \$6.6 billion. The sum does not include any provision for lawsuits expected to be filed by the families of the victims.

Average estimates of analysts compiled by Refinitiv suggested Boeing would book a per-share profit of \$1.80 for the second quarter. The charge, which comes to \$8.74 a share, will wipe out the aviation giant's profits. It would reduce revenue and pre-tax earnings by \$5.6 billion in the quarter, Boeing said.

Many global airlines have grounded their fleets of 737 MAX aircraft since mid-March, following crashes in Ethiopia and Indonesia that killed 346 people.

Boeing Chief Executive Dennis Muilenburg wrote on Twitter that the company remained focused on safely returning the 737 MAX to service. "The MAX grounding presents significant challenges for our customers, company and supply chain," he tweeted.

The US-based airplane manufacturer said it assumes the 737 MAX will return to service in the United States and other countries in autumn. Boeing also said that it had been forced to cut future services because of uncertainty over the timing of deliveries of 737 MAX planes.

An investigation into MAX crashes has revealed the majority of Boeing 737s had a non-working alert for faulty sensor data. The company scheduled the problem to be fixed three years after discovering it and didn't inform the FAA until one of the planes crashed.



Airbus to overtake Boeing as world's biggest plane manufacturer



Boeing has reported a 37 percent drop in deliveries for the first half of the year due to the prolonged grounding of its best-selling 737 MAX jets after two deadly crashes.

US aircraft manufacturer supplied 239 planes from January through June, compared to 378 jets in the same period of 2018.

Deliveries for the second quarter of 2019 were down 54 percent from the same period last year, to 90 aircraft.

Analysts say the company's full-year deliveries are likely to fall behind its European rival Airbus for the first time in eight years.

Airbus reported 389 deliveries in the first six months of the year, up 28 percent from the same period in 2018. The rival plane maker has also recorded 213 orders, about double what Boeing reported.

A few airlines have shown confidence in Boeing's once best-selling 737 MAX jet since the fatal crashes in Indonesia and Ethiopia, which killed 346 people. The aircraft has been grounded by a number of global airlines since March.

Saudi Arabian budget carrier Flyadeal canceled an order of 50 Boeing 737 Max jets worth up to \$5.9 billion in favor of a deal with Airbus. It's become the first airline to officially cancel its order since the MAX grounding.

Internet over the North Pole: How Emirates makes it possible?



Emirates' passengers bound for the US will soon be able to enjoy Wi-Fi, mobile service connectivity and Live TV broadcast, even when flying 40,000 feet over the North Pole and Arctic circle.

Emirates has led the world with inflight connectivity, with every aircraft connected for Wi-Fi, voice and SMS services. However, on its flights to the US, which often travel over the polar region, passengers can find themselves without connectivity for up to 4 hours. This is due to the fact that most satellites that connect aircraft are geostationary, located over the equator,

and aircraft antennae cannot see the satellite when in the far north, due to the earth's curvature.

Emirates partner Inmarsat will soon solve this problem with the addition of two elliptical orbit satellites, thus providing coverage over the North Pole by 2022.

The new satellites will also provide Live TV broadcast on Emirates flights allowing customers to watch live news or sports over the polar region. Emirates' Live TV is currently available on 175 aircraft including all Boeing 777 and select Airbus 380s.

Adel Al Redha, Emirates' Executive Vice President and Chief Operations Officer said: "We are very pleased with this development, which will ensure Emirates continues to lead the industry in providing our customers a seamless inflight connectivity experience across geographies, on all of our flight routes. Over the years, we have worked closely with Inmarsat and our supply partners to continually raise the bar on inflight connectivity, and we look forward to further enhancing that experience, taking advantage of new technologies and infrastructure."

Philip Balaam, Inmarsat Aviation President, said: "Inmarsat has an extremely successful track record of working with Emirates to ensure their inflight connectivity requirements are met on a global basis, both in the cockpit and the cabin. We are delighted to continue that tradition with the rapid development of our Global Xpress (GX) satellite network. In the past month alone, we have announced even more capacity being added to the network with five additional payloads, including these latest two for flights over the northern latitudes and Arctic region. This is a great fit for Emirates and once again they have played an important role in our decision for these latest expansions."

A popular service amongst Emirates' customers, over 1 million Wi-Fi connections are made onboard the airline's flights in an average month.

Airline passenger's welcome facial recognition technology



In advance of the July 4 holiday weekend, a new poll released shows frequent flyers are embracing the use of facial recognition technology to improve security and reduce time spent waiting in lines.

“There’s a need to balance security and efficiency in the travel environment,” said David Fuscus, President of Xenophon Strategies which conducted the commissioned survey on behalf of NEC Corporation of America (NEC).

“Facial recognition technology is working in airports around the world to address both problems at the same time.” Conducted online between May 6 and June 14, 2019, the survey polled 1,955 frequent flyers and has a margin of error of 2.2 points with a 95 percent confidence level. Survey respondents are self-identified members of frequent flyer programs including those of at least three of the top major airlines operating in the United States. Nearly a quarter of respondents said they take more than 10 flights per year.

An estimated 257 million air travelers are expected to take to the skies this summer which will undoubtedly lead to busy airports and long security lines.

According to the survey, 75 percent of frequent flyers said they would favor the use of facial recognition to identify both foreign and domestic travelers. Nearly 87 percent said they would approve of the use of facial recognition to identify criminals and terrorists and protect the air travel system. In addition, passengers cited security and check-in lines as their top annoyances. More than 71 percent were willing to pay a \$10 fee to bypass lines, while nearly 22 percent would embarrass themselves by singing a song to the security agent if it meant they could proceed more quickly.

“Airlines are reporting that they can board jumbo jets in about a third less time by using face recognition at the gate. Meanwhile, U.S. Customs and Border Protection reports they have been able to stop more than 100 imposters trying to enter the country on false documents. These successes would not have happened—and will not continue to happen—without facial recognition,” said Mr. Fuscus.

In addition to these results, the survey showed that there is broad awareness and affinity for the use of facial recognition in air travel. More than 84 percent of those polled said they would opt-in to an “airport of the future” that used facial recognition to speed travel through the airport by reducing the need to stop and show paper documents for bag drop, check in, security, and boarding.

“There is enormous interest in facial recognition technology in the U.S. from airports, airlines, hotels, rental car agencies, and an array of other providers in the smart travel industry,” said Raffie Beroukhim, Sr. Vice President of Advanced Recognition Systems for NEC. “This growth is fueled by positive feedback from travelers who are pleased with the experience and added sense of security they get from using biometric technology, as well as the efficiency experienced by the airlines. This survey reinforces the feedback we consistently get when the technology is launched at a new airport.”

Nearly 78 percent of survey respondents indicated they were aware of facial recognition technology currently in use at airports for international travelers entering and exiting the country, while 48 percent knew of the biometric programs being implemented by airlines.



FAA Leading the world and beyond in commercial space transportation



Before an aerospace industry Commercial Space Panel at the Paris Air Show, Acting Federal Aviation Administration (FAA) Administrator Daniel K. Elwell told participants that the Department of Transportation is building a regulatory framework to retain United States leadership and enable the limitless potential and possibilities of commercial space.

“We look forward to working with commercial space innovators and within agencies throughout the Administration to maintain American competitiveness and safety in this critical industry,” said Elwell.

The Acting Administrator reasserted that safety remains the agency’s primary mission and has led to a record, that to date, has resulted in no public injuries or fatalities in the more than 370 FAA-licensed commercial space activities.

Elwell cited ever-increasing launch activity as evidence in the vibrancy and growth of the commercial space sector:

- 23 successful launches in 2017;
- 33 successful launches in 2018, a new record; and,
- As many as 41 launches are on the calendar for this year.

The Acting Administrator also highlighted recent milestones and success:

- In December and February Virgin Galactic successfully completed two more crewed commercial launches going above 50 statute miles, adding five new Commercial Space astronauts to the rolls, including the first woman, Beth Moses;
- SpaceX and Boeing plan to carry astronauts to the Space Station on FAA-licensed launches in the near future;
- In April, America and world saw the first commercial payload launched by SpaceX’s Falcon Heavy Rocket; and,
- Earlier this month, the FAA supported three commercial launches within three days (Rocket Lab in New Zealand, Blue Origin in Texas, and SpaceX in Florida).

IATA statement on Boeing 737 MAX safety controversy



IATA is taking a stand in the Boeing MAX controversy and issued this statement today: The International Air Transport Association (IATA) urged state aviation safety regulators to continue to align on technical validation requirements and timelines for the safe re-entry into service of the Boeing 737 MAX aircraft. The announcement came at the conclusion of the second Boeing 737 MAX Summit organized by IATA.

“The Boeing 737 MAX tragedies weigh heavily on an industry that holds safety as its top priority. We trust the Federal Aviation Administration, in its role as the certifying regulator, to ensure the aircraft’s safe return to service. And we respect the duty of regulators around the world to make independent decisions on FAA’s recommendations,” said Alexandre de Juniac, IATA’s Director General and CEO.

“At the same time, aviation is a globally integrated system that relies on global standards, including mutual recognition, trust, and reciprocity among safety regulators. This harmonized structure has worked successfully for decades to help make air travel the safest form of long-distance travel the world has known. Aviation cannot function efficiently without this coordinated effort, and restoring public confidence demands it,” said de Juniac.

IATA reiterated the need for alignment on additional training requirements for Boeing 737 MAX flight crew. Representatives from more than 40 airlines, safety regulatory authorities, original equipment manufacturers, training organizations, aviation-related associations and aircraft lessors attended the second Boeing 737 MAX Summit in Montreal, 26 June 2019.

The FAA Announces New Supersonic Rulemaking



In remarks at an Innovation Panel before Paris Air Show attendees, FAA Acting Administrator Dan Elwell said the U.S. will ensure and enable safer and more innovative technologies to enter new aviation segments.

As an example, Elwell announced a Notice of Proposed Rulemaking (NPRM) that modifies and clarifies existing regulatory procedures to obtain FAA approval to test supersonic aircraft. The NPRM is a first, necessary milestone toward the reintroducing civil supersonic flight.

“The U.S. Department of Transportation and the FAA are committed toward the safe and environmentally-sound research and development of supersonic aircraft,” said Elwell. “We are confident in the next generation of aviation pioneers who want to open new opportunities for business, economic, and aviation growth.”

With a number of supersonic aircraft projects currently under development in the U.S., Elwell highlighted this NPRM ensures that these companies have more accessible information and an efficient process to gain FAA approval to conduct flight testing.

Chattanooga Airport: First to achieve 100% sustainability milestone



The Chattanooga Airport, along with elected officials, TVA, EPB, and community leaders, recently celebrated completion of the final phase of its solar farm, located along Jubilee Drive. The 2.64-megawatt solar farm generates renewable energy, which is sold through partnership with TVA and EPB. The power generated is equal to the airport’s total energy needs. The Chattanooga Airport is the only airport in the nation to achieve this renewable energy goal.

“Renewable energy is a tremendous asset in terms of economic and environmental benefits,” said Doug Perry, TVA vice president of Commercial Energy Solutions. “With more than 50 percent of our generating portfolio carbon-free, we’re excited to help the airport protect the environment as they drive tourism and commerce, both vital to achieving our shared mission of economic prosperity for our community.”

The Chattanooga Airport’s 2.64-megawatt solar installation was made possible by Federal Aviation Administration funding, specifically Voluntary Airport Low Emission and Energy Efficiency grants. During the celebration, Airport Authority Chairman Dan Jacobson spoke on behalf of the board of commissioners, which have been a driving force in completion of the solar farm.

“The solar farm is a historic achievement that puts Chattanooga on the map yet again for leading the way on green initiatives,” said Jacobson. “We are proud to be at the helm of sustainability efforts, which make our airport and region attractive to companies aligned with our mission, who also want to do business here.”

The installation complements other sustainability projects at the airport, including its multiple LEED certified facilities, stormwater system, green infrastructure and electric car charging stations.

Russian Helicopters: Air taxi services to become everyday reality soon



Russian Helicopters company says it is ‘seriously’ considering entering the air taxi market, as air taxi services promise to become an everyday reality soon. The company’s CEO Andrei Boginsky said: “We are interested in this segment. Furthermore, we have opened a tender of developments and startups on the topic of air mobility and integration of helicopters with the urban environment, being ready to consider interesting projects.”

According to Boginsky, the firm plans to convert its light single-engine VRT-500 helicopter to an air taxi. “It is a mockup, so far, but development is in full swing and we do not rule out its adaptation or creation of a new product on its base.” The CEO said the unmanned air taxi market is a prospect for after 2025, “but preparations should start now,” adding: “We view this market very seriously.”

The VRT 500 is a lightweight coaxial-type helicopter project by Russian Helicopters. Its takeoff weight is 1.6 tons. The helicopter was first announced in 2007, with a mockup presented ten years later at the MAKS airshow. The first flight of the VRT 500 is scheduled for 2020 and the serial production is planned to start in 2022. About a thousand units are expected to be sold by 2035.

Amsterdam starts exploring use of drone technology



RAI Amsterdam, Johan Cruijff ArenA and the municipality of Amsterdam will jointly explore the added value and feasibility of a drone hub corridor. Places in the city where electrically powered unmanned air vehicles (UAVs) can take off and land. The reason for this is a European project on Urban Air Mobility (UAM) and the fact that the European Commission and EASA have announced the new rules for drones.

After the summer, the municipality of Amsterdam, RAI Amsterdam and Johan Cruijff ArenA will start exploring the opportunities and possibilities that drone technology can offer for the city, its inhabitants and businesses.

Waternet and GVB will also join the exploration. Johan Cruijff ArenA and RAI Amsterdam, for example, want to investigate the feasibility and added value of so-called eVTOL hubs. eVTOL stands for electric vertical take-off and landing, places where drones can take off and land without hindrance. Paul Riemens explains about the collaboration: “We want to investigate whether it is possible, for example, to organize blood or organ transports through the city with drones. Companies such as Uber, Airbus and Amazon say they are ready. However, it seems to me that social parties should also investigate what is desirable and feasible. This project is a first step in this direction and we cordially invite other parties to join in.”

Henk Markerink, CEO of the Johan Cruijff ArenA, sees the exploration as a logical step in the long collaboration between RAI and the stadium. “We are both smart venues and we believe in the opportunities and possibilities that urban air mobility can offer. For example, during events, drones could be an extension of support services and contribute to crowd control and safety inspection. So it makes sense that we investigate those possibilities, together with the municipality of Amsterdam, among others.”

The municipality of Amsterdam is also closely involved in the exploration. Ger Baron, CTO of the municipality of Amsterdam, knows that urban air mobility will become a topic anyway: “It is possible, so it will happen. And then you have to ask yourself “how do you deal with that as a city?” As far as the municipality of Amsterdam is concerned, urban air mobility is not yet about passenger transport but about everything that has to do with assets.

Then transport by air is very obvious. “According to Baron, it is therefore good that there is already “practicing”: “Then it concerns things like: How does the charging work? How do you use them as effectively as possible? Do the fire brigade and police both have to have a drone or can they be used in a multifunctional way? Amsterdam will probably be one of the first cities where this is going to play, so I like to be at the front.”

Nynke Lipsius, Event Director Amsterdam Drone Week, explains why RAI Amsterdam has taken the initiative for the exploration. “The Urban Air Mobility Demonstrator project (EIP-SCC-UAM) is a European initiative with the aim of exploring innovations with the application of drone technology within urban areas. The objective is that drones ultimately contribute to a sustainable, safer and more accessible city.”

Your airplane was inspected by Drone #167



Air New Zealand (Air NZ) is working to use drones to inspect its airplanes for exterior damage. A trial is set to take place at Changi Airport in Singapore, where the airline’s aircraft undergo heavy maintenance checks. A drone will take pictures of the outside of the plane, which are then processed using software with smart algorithms to detect and classify issues that can then be reviewed if necessary.

Air NZ Chief Ground Operations Officer, Carrie Hurihanganui, said the airline is committed to exploring new and innovative ways of operating, including in the aircraft engineering space. It has teamed up with ST Engineering to develop an unmanned drone system, called DroScan. “Using a drone to inspect our aircraft will save time, taking around one to two hours, compared to up to six – depending on aircraft type – which means repairs can start sooner if needed, and our aircraft will be able to get back in the air more quickly,” Hurihanganui said. “We’ve trialed using DroScan on a number of our aircraft undergoing maintenance inspections in Singapore now and believe using a drone will also help improve inspection quality. In the future, there may be an opportunity to use the device in New Zealand, for example, to conduct ad-hoc inspections after lightning strikes.”

Deputy President of ST Engineering’s Aerospace sector, Jeffrey Lam, said incorporating new technology will enhance the way aircraft get serviced. “We believe solutions such as DroScan will drive great value for the aviation industry given the huge emphasis it places on safety and efficiency, and we look forward to using it to great effects after we have completed the trials successfully with Air New Zealand.” The companies are also collaborating to create 3D replacement parts.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



A "progress report" from UAHF regarding the "A" DENTK basement.

By Marvin Berryman DENTK Retired. - UAHF Will continue accepting your tax-deductible monetary (\$) contributions, mail them to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207.

I'm a Perfectionist and a Procrastinator. Someday I'm going to be perfect.



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

RUPA Pass Travel Report June 2019

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

Trains, Planes and not Automobiles.

Hello fellow aviators,

Most of us know that by flying to Frankfurt or somewhere else in Europe, we can use our ZED tickets to fly to just about any other city in Europe or beyond.

Last September we traveled to Berlin for the Berlin Marathon. Piece of cake! Fly to Frankfurt, then hop on any one of the one zillion flights a day to Berlin.

Wrong! 40,000 marathon runners were also going to Berlin. So we reluctantly went over to the long distance train station at Frankfurt Airport (not to be confused with the regional train station) We got second class tickets to Berlin that reminded us a lot of United's domestic first class seats. ...OK, at least way better than Economy Plus. The cost was about the same as a ZED ticket, and it was scheduled to take 4 1/2 hours. (Some tickets at other hours cost more).

Well, what a treat that turned out to be. I didn't know taking a train in Europe could be so enjoyable, relaxing and quick. They clip along at about 150 mph, they have free WIFI, and on each train there's a dining car. We loved going in and ordering something just so we could watch the beautiful green countryside go by through the huge windows. Once we got a table, we ate as slowly as humanly possible.

The trains in Germany and pretty much all of Europe can take you from any small town to any other small town. The regional train departs the small town for the closest big city and then you change to the ICE trains — Inter City Express These are the fast puppies. I recommend that in addition to buying the ticket, you pay the extra 4.50 Euros they may require to reserve a specific seat that you like. Otherwise you could be left standing during the trip.

There are two apps that are quite good. In Germany the DB app (Deutch Bahh) will allow you to buy a ticket from anywhere to anywhere else within Germany and to cities in nearby countries, like Paris or Amsterdam. Within France there is the SNCF app.

But for one stop shopping for all train tickets I highly recommend the "Trainline" app or web site. It will allow you to make one purchase good on all the train companies you will need to ride to your destination. It's in English and it will show you all available options for tickets— nonrefundable, refundable with a fee, or fully refundable. And remember, just like airlines and hotels, the tickets are cheapest further out.

So, from Frankfurt Airport to the Berlin main train station : 4:30 and \$75. From there to our Berlin Hotel: 10 minutes and \$2 by streetcar.

By air from Frankfurt to Berlin Airport: Time 1:10 ZED fare \$75.74 From there to our Berlin Hotel, about 45 minutes and \$10.

But what I really enjoyed the most was no stress from standing by at the airport. We knew we had a train ticket from the airport and could relax in nice seats and sleep, read or eat. Just something to keep in mind for any of my weary fellow travelers.



High-speed rail travel: Which country is number one?



Which countries in the world have the most advanced high-speed rail infrastructures for travel in the world? And who ranks top of the list?

Of the first 20 lines judged on the basis of the maximum and effective speed of the trains, the length of the sections in operation, and that of the sections under construction, the first place goes to China with over 18,640 miles of active high-speed routes.

Italy, with its 557 miles of high-speed operational line, ranks seventh, while Spain gains the European podium with 562 miles of routes.

Europe has 6 countries among the top 10 on the list and is the only continent where high-speed trains cross national borders, linking states to each other. The Eurostar train, for example, launched for the first time in 1994, links London, Paris, and Brussels.

Italy has one of the fastest lines in Europe, with a top speed record of 245 mph, second only to France and Spain.

Thanks to the high speed, it is in fact possible to cover the 360 miles of the Milan-Rome line in just 2 hours and 55 minutes.

Information was gathered by Omio, a digital platform specializing in booking train, bus, and plane travel.

Italian Railways plans for 20 million more tourists

A tourism development is being promoted and has launched by FS, the Italian State Railways System Group in Rome.

Attending a presentation that took place at the Roma Tiburtina Railway Station in Italy, the largest after Roma Termini main station, were Gian Marco Centinaio, Minister of Agricultural, Food, Forestry, and Tourism Policies; Danilo Toninelli, Minister of Infrastructure and Transport; and Gianfranco Battisti, CEO of the FS Italiane Group.

The FS Group's industrial plan expects to intercept 20 million more tourists by 2023 and the Tourism Development Hub will respond to the growing demand for tourism in Italy, which is increasingly characterized by different mobility and travel planning needs.

The activities of the group will concern 8 action areas: commercial offer, intermodality, historic trains, sweet tourism, experiential tourism, culture and music, real estate, and digital infrastructure.

The actions planned for the FS Group will be dedicated to Italian and foreign tourists who, thanks to a multimodal offer, will have a system of products and services tailored, integrated, digitalized, and sustainable, to reach the main sea, mountain, and art cities in Italy.



Pass Travel UPDATE June 25, 2019

1) An epic summer!

Employee Travel team wishes you an epic summer

School is out for summer, and the travel season is in full swing! That means busy airports, long lines and full flights. We all want a seamless travel experience as we make our way to family, friends and vacation destinations. Here is our summer travel checklist to help you have a smoother trip and at the same time help out your fellow employees who are working during this busy time.

Our award-winning United app is your travel toolkit. You can check in, check flight status, view your position on the standby list, receive a mobile boarding pass and more, directly from your mobile device. Download theUnited app for free before your next trip.

Before you decide what to wear on the plane, check out the Pass Travel Attire policy. Remind your pass riders, too. They represent you – and United – when they're pass traveling, so we expect them to follow the attire policy, whether you're traveling together or not.

Explain to your pass riders how the standby process works and that they should contact you if they have questions.

Keep in mind that some of our more popular destinations like Honolulu, London and other European locations are in high season and may make pass travel a challenge. Also, there are certain countries that may have different boarding process requirements than others – like Buenos Aires, where pass travelers have to be cleared at the

check-in counter. These differences in process can be stressful for pass riders who aren't aware. It's always a good idea to research your destination – including its airport and travel policies – before you go.

Make your travel planning easier by using the helpful tools in employeeRES: Open Search lets you check flights with the most seat availability to or from anywhere, and you can set up Flight Watch to send you notifications with boarding totals for up to 10 flight segments of your choice.

We have 122 interline ZED agreements that increase our global reach far beyond the United network. You can purchase your interline tickets online ahead of time. Check out our other airline travel page to learn about eligibility, ticketing and more.

Expect long lines at airport security, and make sure to get there early. At the security checkpoint, be patient and cooperate with security officials.

Be kind to your fellow pass riders and to employees who are handling the summer crowds. Remember that caring is always important, whether you're at work or on your way to a vacation destination!

2) Last CALL! Switch Enrolled Friends by 6/28

Retirees may change their Enrolled Friends for the July-December travel period by midnight June 28th (CDT). If you do nothing your current EFs will automatically roll over. If you do NOT want them to roll over you must either change them or UNCHECK them (to leave a slot open to fill later). After midnight on June 28th the next chance to change your EFs will be in December (for the January-June travel period next year).

Visit the Flying Together website ft.ual.com and go to:

FT > Travel > Pass Travel > “Manage pass riders”.

For help: read this page, the pdf, Q&A and view the video: <https://ft.ual.com/travel/passriderslandingpage/retireepasstravel/pass-travel-enrollment-for-retirees>

Read these 3 important tips 1) How to change or add an EF, 2) why you can't register a new EF and 3) how to leave an EF slot open to fill later:

<http://www.rafa-cwa.org/3-Tips-for-Enrolling-EFs>

3) Direct to ZED

Here is a DIRECT LINK to buy ZED tickets on Other Airlines: myIDTravel.ual.com.

Log-in with your UAL password and you will be taken directly to myIDTravelPurchase.

Note: ZED tickets on a few Other Airlines are purchased on ID90Travel. Access those via FlyingTogether > Travel > TopHits > “Other airline interline travel”. Then open “How do I book with ID90Travel?”

4) Have you seen our RAFA website?

Check out the Travel Benefits tab here: www.rafa-cwa.org/page-1830854

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

For other Pass Travel Topics: Previous Travel UPDATES

Kirk Moore, RAFA Travel Benefits Committee June 25, 2019



Be kind to your brain. Work out

By Gretchen Reynolds



A hormone that is released during exercise may improve brain health and lessen the damage and memory loss that occur during dementia, a new study finds. The study, which was published in *Nature Medicine*, involved mice, but its findings could help to explain how, at a molecular level, exercise protects our brains and possibly preserves memory and thinking skills, even in people whose pasts are fading. Considerable scientific evidence already demonstrates that exercise remodels brains and affects thinking. Researchers have shown in rats and mice that running ramps up the creation of new brain cells in the hippocampus, a portion of the brain devoted to memory formation and storage. Exercise also can improve the health and function of the synapses between neurons there, allowing brain cells to better communicate.

In people, epidemiological research indicates that being physically active reduces the risk for Alzheimer's disease and other dementias and may also slow disease progression. But many questions remain about just how exercise alters the inner workings of the brain and whether the effects are a result of changes elsewhere in the body that also happen to be good for the brain or whether the changes actually occur within the brain itself.

Those issues attracted the attention of an international consortium of scientists — some of them neuroscientists, others cell biologists — all of whom were focused on preventing, treating and understanding Alzheimer's disease. Those concerns had brought a hormone called irisin into their sphere of interest. Irisin, first identified in 2012 and named for Iris, the gods' messenger in Greek mythology, is produced by muscles during exercise. The hormone jump-starts multiple biochemical reactions throughout the body, most of them related to energy metabolism.

Because Alzheimer's disease is believed to involve, in part, changes in how brain cells use energy, the scientists reasoned that exercise might be helping to protect brains by increasing levels of irisin there. But if so, they realized, irisin would have to exist in human brains. To see if it did, they gathered tissues from brain banks and, using sophisticated testing, found irisin there. Gene expression patterns in those tissues also suggested that much of this irisin had been created in the brain itself. Levels of the hormone were especially high in the brains of people who were free of dementia when they died but were barely detectable in the brains of people who had died with Alzheimer's. Those tests, however, though interesting, could not tell scientists what role irisin might be playing in brains. So the researchers now turned to mice, some healthy and others bred to develop a rodent form of Alzheimer's. They infused the brains of the animals bred to have dementia with a concentrated dose of irisin. Those mice soon began to perform better on memory tests and show signs of improved synaptic health. At the same time, they soaked the brains of the healthy animals with a substance that inhibits production of irisin and then pumped in a form of beta amyloid, a protein that clumps together to form plaques in the brains of those with Alzheimer's. In effect, they gave the mice dementia. And, without any irisin in their brains, the once-healthy mice soon showed signs of worsening memory and poor function in the synapses between neurons in their hippocampus. The scientists also looked inside individual neurons from healthy mice and found that, when they added irisin to the cells, gene expression changed in ways that would be expected to lessen damage from beta amyloid.

Finally and perhaps most important, the scientists had healthy mice work out, swimming for an hour almost every day for five weeks. Beforehand, some of the animals also were treated with the substance that blocks irisin production. In the untreated animals, irisin levels in the brain blossomed during the exercise training and later, after the animals' brains were exposed to beta amyloid, they seemed to fight off its effects, performing significantly better on memory tests than sedentary control mice that likewise had been exposed. But the animals that had been unable to create irisin did not benefit much from exercise. After exposure to beta amyloid, they performed about as poorly on memory tests as sedentary animals with beta amyloid in their brains. Taken as a whole, these experiments suggest that exercise may protect against dementia in part by triggering an increase in the amount of irisin in the brain, says Ottavio Arancio (link is external), a professor of pathology and cell biology at Columbia University, who conducted the research along with two dozen colleagues from the Federal University of Rio de Janeiro in Brazil, Queen's University in Canada and other institutions.

But the experiments, although elaborate and multipronged, used mice, and so cannot tell us if exercise and irisin will work similarly in people, or how much and what types of exercise might be best for brain health. The results also do not show whether exercise and irisin can prevent Alzheimer's, but only that they seem to allay some of the effects of the disease in mice once it begins.

The scientists involved in the study hope soon to test a pharmaceutical form of irisin as a treatment for dementia in animals and eventually people, especially those who have lost the ability to exercise, Dr. Arancio says. But for now, he says, the overarching lesson of the study would seem to be that "if you can, go for a walk."

D-Day at Duxford

Submitted by Dot Prose (U.S. Navy, Ret./RUPA Member)

This year marked the 75th Anniversary of the allied invasion of Normandy beaches off the coast of France on Jun 6, 1944. There were many events scheduled this June in the Normandy area including attendance by veterans groups, tour groups, cruise ships and the local population. The origin of the air transport to Normandy, however, was in the UK from the British air base at Duxford located on the outskirts of Cambridge. At the April 2019 Sun-n-Fun Fly-In and Expo at Lakeland, FL there were three C-47 aircraft which planned on making the transatlantic flight to Duxford and participate in the paratrooper drop into Normandy. They were *That's All Brother*, *Placid Lassie* and *Tico Belle*. *That's All Brother* and *Placid Lassie* actually made the trip as did others from the US (and Europe) under the auspices of Daks over Duxford and the D-Day Squadron, both non-profits organized to help the aircraft owners raise money for the North Atlantic crossing.



I chose to see how things turned out at Duxford and attended the advance ticketed events scheduled for Jun 4th and 5th. On Jun 4th the weather was terrible. If one had seen any of the newsreel scenes of the actual D-Day invasion 75 years ago, it was identical. Gusty winds, cold, rain and overcast brought home the heavy decision made by General Eisenhower of whether to Go or No Go. In fact, the mass practice jump planned for Jun 4th was cancelled due to excessive winds. The weather let up some for the actual 1944 invasion and this happened the next day on Jun 5th, 2019 so there was an actual launch of 21 C-47/DC-3s carrying about 300 volunteer paratroopers in World War Two style uniforms for the cross-channel flight and jump – a 90 minute flight to Normandy. They jumped at 1,500 feet over several Normandy drop zones. Back in 1944 there were more than 800 aircraft and 13,000 paratroopers engaged in this operation.

More than 12,000 visitors attended this event at Duxford. There were flying exhibitions on both days by Spitfires and Mustangs, a P-47 and several fly-bys of the C-47s, plus a fly-over of C-130s and V-22 Ospreys headed for Normandy. The B-17, *Memphis Belle*, was in attendance as was a 1943 PBY-5A Catalina.



It was a spectacular and exciting event to watch each C-47/DC-3 taking off in sequence for Normandy – all 21 of them. The ones that I took special note of were *That's All Brother*, *Placid Lassie* and *Miss Montana*. *That's All Brother* was the lead C-47 on D-Day.

Placid Lassie towed WACO gliders on D-Day carrying troops and equipment. This year there were attendees from Missoula, Montana who were especially proud of their accomplishment to fund and restore their aircraft, *Miss Montana*. I was told by a PR rep that there was a United Airlines pilot, Dave Brothers, flying *D-Day Doll* but I never was able to track this down. The 1:30 takeoff time was delayed about two hours due to the French President's delayed schedule and Normandy air traffic. Some things never change.

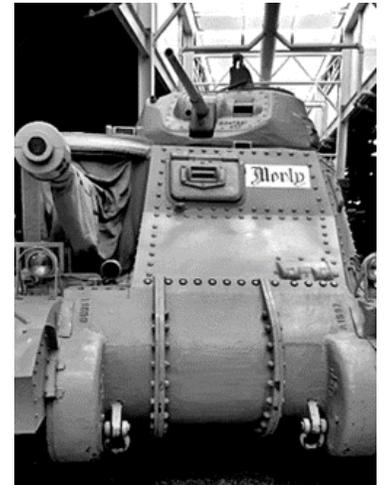
One especially memorable event was a light aircraft which took off last with two 95 year olds who had actually jumped at Normandy 75 years ago at age 20. They were sponsored by the British Parachute Regiment, the Red Devils, and they were dressed in the bright red jumpsuits which the team wears. Both of the veterans executed a tandem jump over Normandy with their Red Devil Tandem Instructor, survived and looked like they were the happiest men on earth and were heroes to everyone who witnessed this jump.



I was able to arm twist three British paratroopers (Daniel, Rhys and Michael) for a photo op in front of a mortar. They were from the 2nd Battalion Parachute Regiment, Colchester, Essex, United Kingdom. In talking to the Norwegian paratroopers they informed me that the ages of the jumpers were in their 20s and into their 70s.

Duxford is a unique base which has been in existence since World War One and was a very busy base during World War Two. It falls under the Imperial War Museum (IWM) organization. The American Air Museum is part of it and focuses on the US Army Air Forces who served in the UK and has one of the best collections of American military aircraft on public display outside North America. General Jimmy Doolittle was a founding member in 1989. As you enter the museum you are immediately faced with the Museum's C-47 Skytrain which flew over the beaches of Normandy on D-Day. You can't miss the invasion black and white stripes painted on the fuselage and wings of the allied aircraft to reduce the chance of being attacked by friendly fire.

But this is not all there is at Duxford. There are seven other display buildings which provided an historical viewpoint from the British perspective. One was a 1940 Operations Center, the aircraft restoration center, their Air Space museum, an active airfield and the Land Warfare Museum. The latter was amazing. I overheard one of the visitors say that he only does airplanes and does not do tanks. Well, he really missed out. I had heard that the Land Warfare museum was not to be missed. I wondered how exciting tanks could be. I had a big surprise. It was set up as if you were actually disembarking from a landing amphibious craft onto the Normandy beaches and had all the sound effects of such a landing. You felt like you were there. It had a very British flavor and at the entrance was a huge British M3A3 tank named "Monty's Tank" (after Field Marshall "Monty" Montgomery of the British Army). There were British, Soviet and US tanks plus quite an assortment of heavily armed vehicles in settings as if on location. In order to fully understand this invasion one must include that big picture – tanks, ships, aircraft, troops – US and allies.



Another very interesting display to keep visitors occupied was the British Airliner Collection. I stumbled on this when I saw a sign that said "Boarding Passes" only 5 pounds (about US \$6). For this you get to board any (and all) of the British Airliner Collection on display. This collection is owned and maintained by the Duxford Aviation Society and is displayed in partnership with the IWM. I managed to board all ten of them, even though it took two days but was well worth it! The aircraft included the Concorde, Handley Page Hermes, AVRO York, De Havilland Comet, Airspeed Ambassador, Vickers Viscount, Bristol Britannia, Vickers Super VC-10, Hawker Siddeley Trident and BAC One-Eleven. This unique collection demonstrated the British aviation manufacturing industry during its heyday, focusing on post WW2 British civil airliners. The docents were former pilots, flight engineers and cabin hostesses (all of whom had tales to tell) plus displays of cabin services, first class meal displays with the finest china and even the cigarette tray of Chesterfields, Pall Malls, Marlboros and Camels. It made me realize, being brought up in a United Airlines household during the 1950s and 60s, that there were more manufacturers out there than Douglas and Boeing. Sadly, as one of the brochures stated, this British industry has virtually faded into the past and is now history.



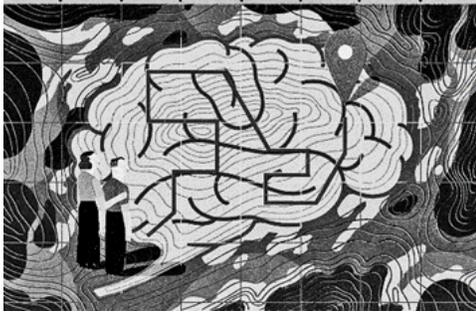
Certainly, this well-orchestrated D-Day event was the finest hour for those recreating the actual events of Jun 6, 1944. It most likely may be the last as the veterans pass into history. For those fortunate to actually participate, bearing all the costs associated with the logistics, and those merely as very interested observers, it was a once in a lifetime experience. *Dot Prose, USN (Ret.)*



I've found that growing up in the sixties was a lot more fun than being in my sixties

The Challenge of Caring for a Stroke Patient

By Jane E. Brody/The New York Times



Kelly Baxter was 36 years old and had just moved to Illinois with her 41-year-old husband, Ted, when he suffered a disabling stroke that derailed his high-powered career in international finance. It derailed her life as well. “It was a terrible shock, especially in such a young, healthy, athletic man,” she told me. “Initially I was in denial. He’s this amazing guy, so determined. He’s going to get over this,” she thought. But when she took him home six weeks later, the grim reality quickly set in. “Seeing him not able to speak or remember or even understand what I said to him — it was a very scary, lonely, uncertain time. What happened to my life? I had to make big decisions without Ted’s input.

We had been in the process of selling our house in New Jersey, and now I also had to put our Illinois house on the market and sell two cars.” But those logistical problems were minor in comparison to the steep learning curve she endured trying to figure out how to cope with an adult she loved whose brain had suddenly become completely scrambled. He could not talk, struggled to understand what was said to him, and for a long time had limited use of the right side of his body.

“One of the biggest stumbling blocks for caregivers is knowledge,” said Dr. Richard C. Senelick, author of “Living With Stroke: A Guide for Families.” His advice is to learn everything you can about stroke, your loved one’s condition and prognosis. “The more you learn, the better you’ll be able to care for your loved one,” he said.

Mr. Baxter’s book “Relentless: How a Massive Stroke Changed My Life for the Better,” describes the experience, including his wife’s loving involvement in his care. Though they have since divorced and each has remarried, she is committed to helping other caregivers learn from what they went through during the years she cared for him after his stroke.

Ms. Baxter, who is now Ms. Renzoni and living in Pleasant Prairie, Wis., said she received little professional guidance beyond the advice from the Rehabilitation Institute of Chicago, where Mr. Baxter had been treated, to “avoid open-ended questions, just ask yes-and-no questions.” In other words, don’t ask him, “What do you want for breakfast?” but rather ask, “Do you want eggs for breakfast?” “I had to practice patience,” she said about communicating with Mr. Baxter. “If I became anxious, things really took longer. If I went too quickly with questions, trying to guess what he wanted to say, Ted would get frustrated. I took me half a day to understand that Ted wanted a new charger for his cellphone. I had to figure out how his brain was working. “Ted would say, ‘I want gym’ and I’d say, ‘You want to go to the gym?’ and he would shake his head ‘no’. Finally, after several more guesses, he pointed to his mouth and I said, ‘You mean gum?’ I had to translate, as if from a foreign language I didn’t speak. It was not like a child who learns to say ‘dog’ and would say the same word the next day. Ted might say dog today but not be able to say it tomorrow.” His efforts to regain function were “smaller than taking baby steps — it was baby steps with a disability,” Ms. Renzoni said.

Still, she said, “he was my husband, not my child, and I didn’t want to treat him like a child. I had to watch as he struggled to find the right words, which was very hard. I wouldn’t necessarily answer for him, but I would step in if I could tell he was getting frustrated. When we went out to dinner, after he tried for 10 minutes to say what he wanted to eat, I would ask if he would like me to order for him.”

But, she added, it’s important not to be an enabler. A stroke survivor “has to struggle if he’s going to get better. It wasn’t that his right arm wasn’t working. It’s that his brain wasn’t sending signals to the arm.” She read about tying down his left arm to force him to use the right, based on the theory that doing so would enable the right arm to become reconnected to the brain, which it eventually did.

Ms. Renzoni has a lot more practical advice for those caring for stroke survivors. Perhaps most important is connecting with other caregivers nearby who are facing a similar challenge. “It’s very helpful to know you’re not alone,” she said. “I would ask nurses, doctors, therapists: ‘Do you know others in this situation I can talk to?’”

She also cautions loved ones “not to listen to doctors who say the person won’t ever recover or that recovery stops at six months to a year. Ted continued to recover for more than a decade. In fact, he’s still recovering 14 years after his stroke.”

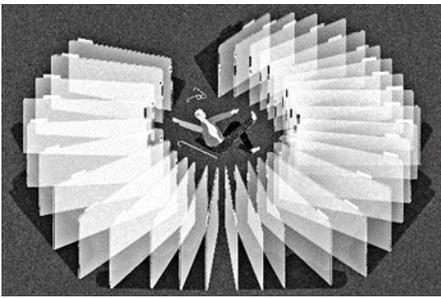
Ms. Renzoni, who has since become a licensed social worker, said stroke survivors are not the only ones in need of therapy. Caregivers, too, need therapy and need to know how to care for themselves. “You need your time and your time only. My life stopped for a while. I didn’t leave Ted home alone for maybe six weeks except to run to the grocery store, and he wouldn’t allow me to hire anyone to be there with him. I think caregivers should ask friends and relatives to come and relieve them,” she said. “If somebody offers help, take it,” Ms. Renzoni added. Too often, caregivers feel obliged to do everything themselves, which can result in impatience, undue stress and eventual burnout. “But if people don’t offer to help, ask. Tell people what you need,” she said. “People don’t know what to do and they usually can’t guess,” Ms. Renzoni said. “Until you’re in this kind of situation, you have no clue what it’s like.”

Her advice to those who might be at the giving end: “Don’t say ‘Let me know if I can help.’ Say, ‘How can I help?’ Changing those words around makes all the difference.”

Family and friends need to be prepared for personality changes in stroke survivors. “Unlike cancer or heart disease, the stroke victim’s loved ones may have to deal with symptoms that seem to suddenly and dramatically change the person they love,” Dr. Matthew E. Tilem, a neurologist and stroke specialist at the Lahey Clinic in Burlington, Mass., told *Everyday Health*. As Ms. Renzoni found, “Initially, Ted was very loving, kind and sensitive. But he didn’t understand that when he became frustrated by his slow recovery and failure to return to his former life, his bad traits became magnified.” After a decade, and a successful stroke recovery, the couple decided it was time to go separate ways.

Falls Can Kill You. Here’s How to Minimize the Risk

By Jane E. Brody/*The New York Times*



Every day, I scan the obituaries to see why or how people die. You might call it morbid fascination, but I attribute it to the combined influence of my age (77) and my profession (health reporting). Obituaries give me ideas for Personal Health columns like this one that might help others — and me — avoid a preventable ailment or accident and premature demise.

One of the most frequent causes of death listed for people my age, as well as some younger and many older folks, is “complications from a fall,” the explanation given for the death last month at 93 of Russell Baker, the much-loved Pulitzer Prize-winning humorist and columnist for *The New*

York Times.

Falls are the leading cause of fatal and nonfatal injuries among older adults. Every 19 minutes in this country, an older person dies from a fall.

To be sure, nearly everyone falls now and then, and some falls are unavoidable. But falling is not an inevitable consequence of aging. Most age-related falls are preventable once you know why they happen and take steps to minimize the risk for yourself, relatives and friends whose age or health status renders them especially vulnerable.

More than a quarter of individuals age 65 and older fall each year, and falling once doubles their chances of falling again, according to the Centers for Disease Control and Prevention. A fall that may be run-of-the-mill for a young person (as in the lyric “Pick yourself up, brush yourself off and start all over again”) can be very dangerous for the elderly. One fall in five among older adults results in a serious injury, and older people are less able to recover from the trauma physically and emotionally.

Although broken bones are usually regarded as the most common serious consequence of falls, even if no fracture occurs, a fall can result in irreversible harm to an elderly person’s health, social interactions and psychological well-being.

A frequent aftermath when older people fall is a heightened fear of falling, prompting them to limit their activities and cause further physical decline, depression and social isolation, which in turn can hasten death.

Many factors common among older people can increase the risk of falling, medical and orthopedic problems, and the medications taken to treat them; physical changes that impair balance, gait and muscle strength; sensory declines in vision, hearing and awareness of body position; and pain that distorts body movements.

At the same time, there are ways to minimize the chances of a dangerous fall, starting with regular exercise

to maintain leg strength, balance, endurance and coordination that can help you “catch yourself” and avoid a fall if you should trip. Tai Chi is an excellent, low-impact way to improve balance. Also, practice standing on one foot when you brush your teeth, wash dishes or prep a recipe. You might also get Carol Clements’s new book, “Better Balance for Life,” that details a 10-week plan for improving stability.

Get your eyes checked at least once a year or more often if you have a gradually worsening condition like cataracts or macular degeneration. Don’t delay recommended cataract surgery; blurry vision can foster serious stumbles. Regularly update your prescription for corrective lenses. Older people often do better with single-focus lenses, which may mean two different pairs, one for distance and another for reading, rather than one pair of progressive or bifocal lenses.

Also get regular hearing checkups and consider hearing aids if needed. You don’t want to be startled into a fall by someone or something approaching from behind.

Have your doctor review all your medications, both prescription and over-the-counter, for their ability to cause dizziness or drowsiness. Wherever possible, eliminate or lower the dose of those that are potentially troublesome.

Dr. Leslie Kernisan, a geriatrician in the San Francisco Bay Area, lists these medications that may be especially likely to create a fall risk: psychoactive drugs like benzodiazepines (e.g. Xanax and Valium) and sleep medications like Ambien and Lunesta that affect the brain; antidepressants like Prozac, Zoloft and Elavil; medications that lower blood pressure, including Flomax and related drugs used to improve urination; medications that lower blood sugar, including metformin; and anticholinergic drugs like Benadryl, “PM” versions of over-the-counter pain relievers, the muscle relaxant Flexeril and the bladder relaxants Ditropan and Detrol.

Last, but by no means least, do a thorough evaluation of the fall risks in and outside your home environment. Get rid of clutter — no books, papers, clothing or pet toys left on the floor or furniture that partially obstructs paths to the bathroom, bedroom, kitchen or front door. Install railings on stairways — and always use them — and grab bars around the shower or tub and toilet.

Evaluate the safety of floors and floor coverings, including throw rugs (a big no-no), loose carpets and raised ledges between rooms. Use a top-quality nonskid mat in the shower. Repair all broken or uneven stairs and flooring. Keep electric and phone cords off the floor. Wipe up all spills immediately.

Invest in the best lighting you can afford. I leave several lights on 24/7 wherever darkness can spell danger and I replaced those bulbs with long-lasting, money-saving and brighter LEDs. At the very least, keep a night light on between the bedroom and bathroom or place a flashlight next to your pillow or bed and use it if you get up in the dark.

Make an honest assessment of your footwear. Shoes should fit well and be comfortable and supportive. Low heels and soles with good grips are essential. Throw away or give away any footwear that may cause you to catch a foot. I recently donated a brand-new pair of costly UGG boots for just this reason.

Never walk around in socks or stockings. Wear slippers that are not slippery. Mine are the last thing to come off when I get in bed and the first thing I put on before my feet hit the floor in the morning or during the night. A barefoot or sock-clad trek to the bathroom is a lousy idea. Two of my friends’ broke toes that way.

Outdoors, use footwear appropriate for the weather and surface conditions. And always look where you’re going — not at your cellphone or a distraction across the street. My rule of thumb: I walk looking about 10 feet ahead of me to anticipate trip hazards. Anywhere and anytime your stability is uncertain, use a walking stick (or two), a cane or a walker.

Think you’ll be painfully embarrassed? Think how much more humiliating and painful it will be if you fall.

How Exercise Affects Our Memory

By Gretchen Reynolds/The New York Times



Even a single workout may make our brain’s memory centers, like our muscles, more fit. A single, moderate workout may immediately change how our brains function and how well we recognize common names and similar information, according to a promising new study of exercise, memory and aging. The study adds to growing evidence that exercise can have rapid effects on brain function and also that these effects could accumulate and lead to long-term improvements in how our brains operate and we remember.

Until recently, scientists thought that by adulthood, human brains were relatively fixed in

their structure and function, especially compared to malleable tissues, like muscle, that continually grow and shrivel in direct response to how we live our lives. But multiple, newer experiments have shown that adult brains, in fact, can be quite plastic, rewiring and reshaping themselves in various ways, depending on our lifestyles.

Exercise, for instance, is known to affect our brains. In animal experiments, exercise increases the production of neurochemicals and the numbers of newborn neurons in mature brains and improves the animals' thinking abilities. Similarly, in people, studies show that regular exercise over time increases the volume of the hippocampus, a key part of the brain's memory networks. It also improves many aspects of people's thinking. But substantial questions remain about exercise and the brain, including the time course of any changes and whether they are short-term or, with continued training, become lasting.

That particular issue intrigued scientists at the University of Maryland. They already had published a study in 2013 with older adults looking at the long-term effects of exercise on portions of the brain involved in semantic-memory processing. Semantic memory is, in essence, our knowledge of the world and culture of which we are a part. It represents the context of our lives — a buildup of common names and concepts, such as “what is the color blue?” or “who is Ringo Starr?” It also can be ephemeral. As people age, semantic memory often is one of the first forms of memory to fade.

But the Maryland scientists had found in their earlier study that a 12-week program of treadmill walking changed the working of portions of the brain involved in semantic memory. After four months of exercise, those parts of the brain became less active during semantic-memory tests, which is a desirable outcome. Less activity suggests that the brain had become more efficient at semantic-memory processing as a result of the exercise, requiring fewer resources to access the memories.

Now, for the new study, which was published in April in *The Journal of the International Neuropsychological Society*, the scientists decided to backtrack and parse the steps involved in getting to that state. Specifically, they wanted to see how a single workout might change the way the brain processed semantic memories. So, they recruited 26 healthy men and women aged between 55 and 85, who had no serious memory problems and asked them to visit the exercise lab twice. There, they rested quietly or rode an exercise bike for 30 minutes, a workout the scientists hoped would stimulate but not exhaust them. Afterward, the volunteers lay inside an M.R.I. brain scanner and watched names flash across a computer screen overhead. Some of the names were famous, such as, say, Ringo Starr, while others were lifted from the local phone book. Famous names are an important element of semantic memory, and the volunteers were asked to press one key onscreen when they recognized celebrities' names, and a different key when the name was unfamiliar. Meanwhile, the researchers tracked their brain activity over all, as well as in the portions involved in semantic-memory processing.

The scientists had expected that the areas needed for semantic memory work would be quieter after the exercise, just as they were after weeks of working out, says J. Carson Smith, an associate professor of kinesiology and director of the Exercise for Brain Health Laboratory at the University of Maryland School of Public Health, who oversaw the new study. But that is not what happened. Instead, those parts of the brains most involved in semantic memory fizzed with far more activity after people had exercised than when they had rested.

At first, the researchers were surprised and puzzled by the results, Dr. Smith says. But then they began to surmise that they were watching the start of a training response. “There is an analogy to what happens with muscles,” Dr. Smith says. When people first begin exercising, he points out, their muscles strain and burn through energy. But as they become fitter, those same muscles respond more efficiently, using less energy for the same work. The scientists suspect that, in the same way, the spike in brain activity after a first session of biking is the prelude to tissue remodeling that, with continued exercise, improves the function of those areas. Our brain's memory centers become, in other words, more fit.

This study is short-term, though, and does not show the intervening steps involved in changing the brain with regular exercise. It also does not explain how activity alters the brain, although Dr. Smith believes that a surge in certain neurotransmitters and other biochemicals after workouts must play a role. He and his colleagues are hoping to examine those issues in future studies and also zero in on the best types and amounts of exercise to help us maintain our memories of that genial Beatles drummer and all the other touchstones of our pasts.

Don't Visit Your Doctor in the Afternoon

By Jeffrey A. Linder/The New York Times



It's 3 p.m., I've been seeing patients for a few hours and I feel my focus fading. I need to stay sharp for those still to come, so I grab a snack and some coffee. This has become my afternoon ritual during my 20 years as a primary care doctor. Now, a new study confirms that my feared "3 o'clock fade" is real — and that it could affect patients' health.

According to the study, published in JAMA Network Open, doctors ordered fewer breast and colon cancer screenings for patients later in the day, compared to first thing in the morning. All the patients were due for screening, but ordering rates were highest for patients with appointments around 8 a.m. By the end of the afternoon, the rates were 10 percent to 15 percent lower. The probable reasons? Running late and decision fatigue.

In primary care, doctors run late because the workload is impossible. To do everything we're supposed to for a typical daily patient load, primary care doctors should spend 11 to 18 hours a day providing preventive and chronic care, never mind addressing new problems. We spend one to two hours updating the electronic health record for every hour we spend with patients. To try to fit in what we can, we end up feeling like Lewis Carroll's White Rabbit, constantly behind, checking our watches, harried, rushing from patient to patient.

Decision fatigue — another explanation for the new study's findings — is the progressive erosion of self-control as we make more and more choices. Decision fatigue was most famously described in a study of Israeli judges making parole decisions. The probability of a prisoner getting parole was highest first thing in the morning or right after a break. The chance of parole dropped as court sessions went on. The chance of getting parole right before a break or lunch? Basically zero. Decision fatigue is why car dealerships offer you expensive, unnecessary options at the end of a series of choices and why the supermarket has all that candy right at the checkout counter.

Your doctor is not immune. In a 2014 study, my fellow researchers and I found doctors prescribed fewer unnecessary antibiotic prescriptions for respiratory infections first thing in the morning, but that unnecessary prescriptions gradually increased over the day. We found the exact same doctor, caring for the exact same patient, had a 26 percent higher chance of writing an antibiotic prescription at 4 p.m. compared to 8 a.m.

As doctors got more fatigued, they defaulted to the easy thing: just writing an antibiotic prescription rather than taking the time to explain to patients why it is not necessary. As the day went on, doctors' fears of disappointed, dissatisfied, angry or confrontational patients may have loomed larger and larger. The will to confront those fears may have dwindled and more patients left the clinic with unnecessary antibiotics.

This same pattern of doctors defaulting to the easy thing later in the day has appeared for decreased influenza vaccinations, increased opioid prescribing for back pain and decreased physician handwashing. We doctors like to think of ourselves — and the public might like to think of us — as rational decision makers, but depending on the time of day, treatments change.

What can be done? Half the battle is knowing this exists, finding a plan to compensate and maybe taking a quick break. But scheduling mandatory breaks doesn't cut down the amount of work. Certainly, improving the efficiency of the current generation of electronic health records would help things go more smoothly in the office.

Most cancer screening and preventive services could be done outside of face-to-face visits by support staff. This would allow doctors to focus on necessary care in the moment. But that requires big changes to most health insurance, which still largely pays only for in-person visits.

Doctors might not be the only ones who are impaired later in the day. In the new study, patients with late-afternoon appointments had lower screening rates even one year later. Late-day fatigue may have made patients less likely to make necessary after-visit cancer screening arrangements.

If doctors were paid based on the quality of care we delivered instead of face-to-face visits, clinics and health systems might make sure that doctors and patients at the end of the day have more effective reminders about follow-ups, more support staff or even longer visits.

So, what can you do when you find yourself with a 4 p.m. checkup? After all, not everyone can get the early-morning appointment. Prepare. Learn about screenings you might be eligible for, work with your doctor to figure out which are right for you. Once screening or follow-up tests are ordered, make the necessary follow-up arrangements right away. And consider having that cup of coffee before your visit.

LETTERS

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.

JIM BOYER—Lake Forest, IL

Thanks again to all the RUPA volunteers. We are indebted to all of you for your service. I sent my dues via online.

We have had a strange year, what with a move to Lake Forest Place, which is an independent living community. We had some medical issues last fall and winter which precipitated the move. We're on the mend now with some residual issues.

I'd grow my own food if I could only find bacon seeds.

We are still going to soccer as we have one granddaughter still in HS. Now our oldest great grandson is coming of age to start playing the world's most popular team sport.

I'm late with this missive so will close it off.

Corrinne & Jim

ALAN COCKRELL—Huntsville, AL

I've reached a milestone, it seems. I'm five years into retirement. Roll that forward and it'll be ten before I get my breath back. Still, I enjoy reading about those of you farther down the road, living life to its fullest into your 80s and 90s. It gives me hope and encouragement. I want to be like ya'll when I grow up.

I think I'll dispense with, "The last time I set the brakes...[fill in the blank]. We all set brakes a last time. We all got hosed. But I only got one truck. On the last leg in, we were told an emergency was in progress and the unfortunate crew was eating our tail. The trucks were rolling. "Well, skipper, I hate to say it," said the F/O, himself only a couple of years from this last ride, "but there goes your water cannon salute." I nodded. Didn't care. They wanted us to keep the speed up, and the last thing I wanted on this last leg (actually the second-to-last thing) was too much smash and an embarrassing bolt.

I hit in the touchdown zone a little hot and too firm for my satisfaction and took the first high-speed. Then came the real embarrassment. We usually took it to the end on that runway, so I wasn't familiar with the territory I put myself into. Taxi instructions came like rapid fire, sending the two F/Os scrambling into their airfield diagrams, with me telling them to hurry it up and tell me what to do. Alas, I missed the turn I was supposed to take and caused Ground Control, who knew it was my retirement flight, to go into a frenzy of damage control transmissions. I was wishing channel 9 was off.

Then, at my nine o'clock, I saw a fire truck racing parallel to us. The chief had held one back for me! It was going to hose us on the taxiway, the one I failed to take. But because of my blunder he now had to sprint to beat us to the gate. I was thinking, "Doofas, they are trying to honor you and you're making it hard for them."

When I turned in on the line-up, the truck came up on freq with, "Sorry, Captain, we could only give you one truck today." He hosed us good, and I appreciated it, but before I set the brakes, I was already dwelling in my post-UAL era.

And that era has been an exceedingly good one. Our health is good. Grandkids keep coming out of the

hangar. (They are all local.) I recreate like a Marine fights—on land, water and in the air.

This year I let my class II medical revert to a class III. So, for the first time in 48 years I'm not a commercial pilot. But I still fly the sweet RV-6. My other sweetheart, of 47 years, can still turn heads. She doesn't care much for the RV-6, and tolerates the Searay, but loves to hitch up the trailer and explore America's back roads, villages and parks. I love that too. On tap for September is a 30-day tour of Utah's canyon country.

I'm finishing a book about my years with United. It's not about me (I don't merit an autobiography), but about the fine people I flew with and the challenging environment we operated in. I hope to find a publisher, and if I do, and even if I don't, I'll let you know. E-mail me if you are interested in seeing a synopsis. I would value your feedback.

alanhcockrell@gmail.com.

ORD, IAD, IAH, USAF A-7D, RTR

MIKE & CLARE GALLAGHER—Sparta, NJ

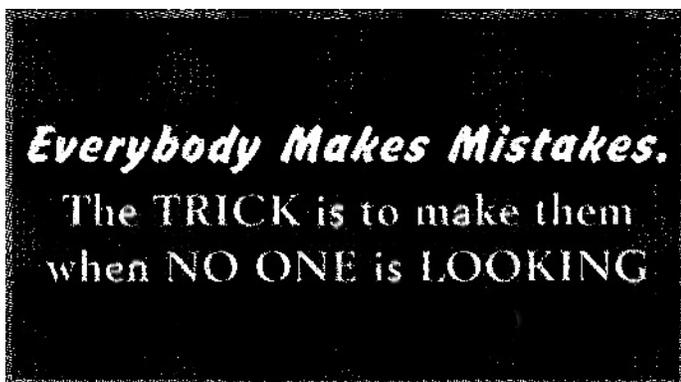
Well another year has gone by and we are still above ground.

Our oldest grandchild, Patrick, will start his 2nd year at Bucknell and his sister, Caitie, will be starting Penn State. This is great for us as both schools are within 45 minutes of each other. She made the cheerleading squad, so we are planning on going to a few football games to see her cheer. We have 9 more grandkids to go to college. The youngest is 2, so who knows if we will get to see her go to college.

As for Clare and I we are now playing pickle ball as our new sport. We play mostly indoors.

For travel we still do our annual trips to London and Hawaii. Then it's to wherever the kids want us to go with them on vacation plus a trip or two to LAS. We are looking for a fall foliage trip that starts and ends within driving distance from us.

We just got a generator installed for electric outages that most likely will never happen again. At least I won't worry about the house when we are away.



(My neighbor went out and got two 100-foot extension cords.)

Thanks again, Cleve, for all you and your crew do for the great magazine that you produce each month. We enjoy all the articles, stories and letters. The travel info that you publish is a great help to us in our travel planning.

I hate to say it, but I'm a crew of 1. Ed

Mike & Clare Gallagher

BOB HAYGOONI—Tiburon, CA

Tomorrow's birthday cake will have 73 virtual candles. Just typing that first sentence made me have to stop and think of the impact of that on my sense of what is real versus what is imagined. I have a dear longtime friend who is, in fact, the oldest living tennis grand slam champion. Still sharp as a tack but moving considerably slower than in 1953 and 1954 when he won Wimbledon and The US Open Singles respectively. He is 96 now and states "If I knew how long I would live I would have taken better care of myself." It's a great line but perhaps there is a lesson in there somewhere. Still can't imagine being 73. What will being 96 feel like? He stopped driving this year.

Due to some combination of luck, stubbornness, fortitude, and most of all, decent health, I am still able to be living my earliest dreams as a young child which was to fly. Still flying full time for a wonderful owner on a Challenger 350. Our once small Hayward Airport company has grown a great deal since I first showed up in 2012. There were only 3 airplanes and only 1 that was not owned by the founder of the company. It then took bringing in a new airplane and owner to get a job back then. That's just what I did. We now have 5 UAL retirees on our staff and the son of one of our (non-employee) retirees just joined the company. Pretty good representation from the ranks of RUPA. Our fleet consists of 4 Challenger 350s, a Challenger 604, a Falcon 2,000, a Citation XLS+ and a Lear 60. 6 of the 8 airplanes have international overwater range.

The Part 91/135 world used to be rather uninterested in retired airline pilots. That attitude has come around 180 degrees. We are fully appreciated for our training, experience, and perhaps most importantly, because we won't leave for an airline job. That is a huge positive in an era of pilot shortage and very high training costs.

Before signing off for this year I would like to recommend a video presentation that has moved me every time that I have seen it. Please Google- Denny Fitch, Leaving the Earth- full feature. It was put

together by a gentleman named Erroll Morris.

It is 55 minutes and 22 seconds long. As I am sure that most of you recall, Denny was a DC-10 TCA and a passenger on UAL 232. I am unable to stop watching this film once I start. I have seen it countless times. It is riveting with pathos, insight and whimsy. His story of tragedy, recovery and gratefulness is so very special for those of us who were so fortunate to be a part of this industry. Denny has since Flown West but this film is a legacy to those in our profession. Share it with a loved one.

Thanks ,as always, to the amazing RUPA staff.
Bob Haygooni, SFOFO 1978-2006

LEE HIGGINSON—Los Gatos CA
Big 90 this year. Never expected to live this long. I must have inherited good genes.

So far so good as I have good health.

Retired 23 years and can't believe it passed so quickly.

No long trips anymore (too much hassle) but play golf regularly with friends.

I've been a widower for over year now and still adjusting.

Looked into retirement homes but still like the old house better for now, My son lives nearby and many other relatives are close and are all very helpful.

I truly enjoyed my time with UAL and all the people there.



Thanks to all who make RUPA happen. *Lee*

NICK HINCH—Parker, CO

Missed last year's update as things were in a bit of a flux. My work, teaching for Boeing on the 787, had slowed to a standstill with only one class in early 2018. In their never-ending quest to cheapen the "deal," they really only want to give training to the "locals." This is part of the cancer that has now afflicted the entire company and resulted in the Max fiasco. If you have been there, then you will know what I am talking about.

In the spring of 2018, however, I had been talking to one of my old cronies at the United Training Center, and he informed me they were hiring Fleet Technical Instructors (FTI's) from outside the company, including retirees. Well, sure enough, positions had opened on the 787, 757/767 and 320 fleets. I was interviewed in June by one of the many people I had known before and started new hire class (part 2 for me) for the 320 in July, 29 years to the month that I had been hired at United before. The only thing that has remained the same at the training center is the outer walls of the buildings. Inside, all new and different, some of it a little more different than I needed.

New hire classes are being held every two weeks with around 40 new hire pilots in each class. They are going to the 737, 320 and 757/767 fleets. The course is well done and very professional. The instructors are great, and the new hires are very enthusiastic with most coming from the military or regionals. Very few from the corporate side, in case you've got friends waiting in the wings looking for the best avenue in the door. Every course is now done with AQP and very compacted, more so than when we were doing Appendix H. Our 320 Qualification Course is now 23 instructional days instead of the old 34. Personally, I think the longer length was better, but the pilots are getting through. Maybe I am just too old school, and, of course, the \$\$\$ rule the day.

It's nice being back out in familiar territory and seeing many of the old faces once again. The schedule is reasonable, and our 320 leadership is very good. The dust has pretty much settled after the merger with training in all fleets smoothing out. Very comfortable being back in a professional organization where your phone calls and e-mails are answered promptly, and you have a work schedule which is reliable. Being back on the active roles allows you, of course, better seniority for pass riding, although my wife and I gave that up long ago and just buy the reduced fare positive space tickets. The days of sitting around the airport wishing and hoping and praying for a seat are way over for us. Plus, you do have the full-time employee benefits as well. Can't believe I am back in another pension fund again, too, this time with the IAM, which incidentally the company must always fully fund. Go figure, right?

My wife still suffers with her back-pain issues, going on now for 12 years. It looks like she will have to have two hip replacement operations in the Fall. It may help her somewhat, but the scoliosis in her back is the real issue and that will eventually have to be addressed with an operation as well. Oh, the joys of the senior years. We still get a chance to travel occasionally and just went to Boston this past month for a high school reunion, and we are planning a vacation in Naples, FL after Labor Day when the crowds are down.

Love reading the magazine, Cleve, and have sent in the yearly dues with a little bit extra to keep the wheels turning smoothly.

All the best, *Nick*

RAY LEMMON—Bethlehem, PA

Hi Cleve, I have finally reached the big "90". Had a great party here at Moravian Village in Bethlehem with 75 people attending. Coincidentally, I am also celebrating 30 years of retirement. My health is excellent still doing everything including occasionally flying my A-36 Bonanza - sometimes sitting in the back with my feet up.

Cleve, I was wondering how many "89s" are left? Another, besides myself, is OV Pezzi who lives nearby. I am able visit "OV" frequently, he has recently celebrated his 95th birthday and was able to drive here to attend my party.

Even though I don't recognize many names anymore, I really enjoy reading the letters from fellow Ruparians - wish there were more.

I'm planning some travel this year including a cruise to the Caribbean next winter. Everyone tells me to do it while I can.

Best wishes to all, *Ray*

BOB NICCOLLS—Medford, OR

In 1953 I sailed, for the first of three years as a deck hand during the summers for Standard Oil on their tankers. First stop was Honolulu and I found myself at Waikiki Beach. Too much fun. Fast forward to 1965 and, as a reserve DC-8 S/O I again found myself at Waikiki Beach. Too much fun. Later, in the 70's, 80's and to retirement I again spent a lot of time in the Islands...way too much fun! We got into running Diamond Head and beyond and found it delightful. And so, on my birthday now, in spite of the two artificial hips and the two back surgeries, we do an annual celebratory mile run in honor of all the good times of the year's past. A run made even more fun by the after run aside to the Donut Country donut shop nearby. This year son Scotty, who lives close by, (a B-737 Capt. for Alaska Airlines based in PDX), his wife Shannon and son Will joined me for the run. Daughter Lisa (also live here in the valley) was at Grand Jury duty so could not be there. Her oldest son, Kyle, is completing nursing school and was at the hospital, son Ryan, recent graduate of U. of Oregon in geology was off doing field work.

I so enjoy life here in the valley and in southern Oregon. We're so fortunate in having the family nearby, the cabin in the Wild and Scenic area of the Chetco River plus the lake cabin at Hyatt Lake, close by the Pacific Crest Trail and great fun both summer and winter. Days are full with the gym every other day, QB's, our RUPA lunch group (which we started when I retired in 1994) and just enjoying the area.

Cheers to all in RUPA land and remember if you find yourselves anywhere close, to stop by the Pony Espresso in Jacksonville any third Thursday and join us with the Intrepid lunch group. Cheers, *Bob* '61-'94

BOS, EWR, SFO, LAX, SFO, LAX, SFO

JACK SCHRANDT—Madison, WI

Cleve, Check's in the mail but the letter is late.

Nothing exciting lately, but all in all that's good. Still trying to get the golf handicap down – seems to be going the wrong way.

Just the annual trek to Oshkosh and a couple of trips to England. Just glad to be able to do it. Thanks to you and all who put out the magazine and keep RUPA going. Best wishes, *Jack*

GENE WHITE—Hudson, OH

I have finally decided to move into a retirement home. What an undertaking as I have been in the same house since 1980 and have a lot of STUFF to get rid of.

It seems that there isn't a lot of demand for Tech orders and manuals for T37, T33s, KC97, C124, DC-6, 737-200, 727 and 757. I thought about keeping the 757 manual to see if I could finally understand glass cockpit stuff. As you can see, I grew up with steam gauges and never really transitioned. When I upgraded to the 757 to get a (BIGGER) pension check after about 25 years on the 737-200 I had a rude awaking. After the Oral on systems the check pilot started asking questions on the glass. When I told him that I had about 29 years with United and had never flown glass he was stuck on what to do. Finally, he said that there wasn't any transition course anymore and they would put me in the simulator and show me how to do a Cat 3 approach and everything else I would have to learn from the Co Pilots. I also could switch back to steam Gauge presentation and look out of the window a lot. Once I was given a clearance to LATITUDE LONGITUDE coordinates and had to ask for VOR fix instead which I could do.

I do miss the fine people who I worked with in DCA, CLE and ORD. Thanks for the *RUPANEWS*. Checks in the mail. *Gene*

IN MEMORIAM

GEORGE MENDONCA

George passed away June 25, 2019. He was born on September 17, 1934 in Placerville, California.

George attended El Dorado County High School where he was on the varsity track team. He then attended Sacramento Junior College to become an aircraft mechanic and went on to work for Pan Am in 1955. In 1957 he joined the US Air Force Aviation Cadet Pilot training program in Lubbock, Texas. He got his wings in May 1958. In the Air Force George flew the KC97 and



KCI35A tankers until June 1965 when he was honorably discharged from the military, in June 1965 he joined United Airlines as a B727 flight engineer. He transitioned to the B737 as First Officer in September 1968 and became Captain in 1985. He retired from United Airlines in 1994, after 29 years of service and a spotless safety record.

In 1958 George married Roberta McClellan and although the marriage eventually ended, together they were blessed with four wonderful daughters, one of whom was adopted and all of whom they loved dearly.

After retirement George stayed active in many circles: he was a member of, the Retired United Pilots' Association, the United Flying Club, the United Guppy Group, the Aircraft Owners & Pilots Association, the Experimental Aircraft Association (FAA) and the Union of Flying Octogenarians. He built and flew his own kit airplanes (PSI Mustang and RV4) and flew avidly for many years after retirement. One of his greatest passions was participating in Young Eagles, a program dedicated to giving youth ages 8-17 their first free ride in an airplane. He flew over 100 kids in his time with the Young Eagles from 1995 to 2015. In addition, George volunteered as a docent for over 20 years at the Hiller Aviation Museum in San Carlos. The actual cockpit from the 737 he flew at the time of his retirement is on display there, and he would talk with groups of kids and other visitors about being a pilot in the airlines. George established an Endowed Scholarship Fund for aviation students at Embry Riddle in Prescott, AZ. He wanted to help young people turn their love of aviation into a learning and career opportunity.

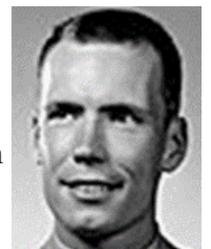
George was a member and served for many years at First Presbyterian Church of San Mateo. At his home in San Mateo, George loved to do crossword puzzles, Sudoku puzzles and jigsaw puzzles. He also loved to find opportunities for humor and would usually have a humorous comic or saying to share with visitors and friends.

George is survived by three daughters, five grandchildren and six great-grandchildren. He will be greatly missed.

PAUL E. SCHUELER

Paul E. Schueler, former Braniff and United Airlines pilot, passed away in June, 2019 in Highlands Ranch, Colorado. He was diagnosed with a Grade 4 Glioblastoma brain tumor in October of 2018. He was 83.

Paul was born in Attica, Ohio. He was a graduate of Miami University



in Oxford, Ohio where he lettered on the track team, was a member of Delta Tau Delta fraternity and joined ROTC. Upon graduation, Paul received his commission as a second Lieutenant and then served in the Air Force 1958-1964 as a pilot. He was a part of the Air Force Air Commandos Special Forces unit known as the "Jungle Jim" unit deployed in 1961 in Vietnam. Upon leaving the Air Force as a Captain, Paul flew for Braniff Airlines from 1965-1982 and then 1984-1989. He then flew for United Airlines from 1990 to 2001. At United, he "retired" from the "front seats" in 1995 and then flew as a Flight Engineer for the rest of his career until he retired in 2001.

Paul was a very mobile and active world traveler who regularly visited his family and five children "on rotation" and always took time during his global travels to look up old friends. Paul had a knack of staying in touch with a long list of good friends ranging from his childhood through to college, the military and the airlines. If he wasn't "on a plane" he could often be found driving around Denver in his classic light green 1952 Ford F100 pickup chatting up people who wanted to know more about the truck.

Friends and family could always count on Paul if they needed his help. His answer to "can you?" was always "Yes, I will be right there!" whether it be driving a truck cross country, baby sitting, dog sitting, helping repair or remodel something or just being there to help when needed. Paul was a "glass half full" optimist who lived on the positive side of life despite the normal ebbs and flows it sometimes delivers.

Paul was also an active member of St. Thomas More Catholic Church in Highlands Ranch, Colorado.

Paul is survived by his five children and sixteen devoted grandchildren

Friends wishing to leave comments and memories for Paul's families can visit the following site: <https://www.forevermissed.com/paul-e-schueler>.

The family suggests that in lieu of flowers, donations can be made to the Marisol Women's Services with Denver Catholic Charities. Here is their link: <https://ccdenver.org/marisolservices>

WILLIAM J (JERRY) WESTFALL

William J (Jerry) Westfall, of Arlington Heights, IL died on June 19 at home.

He was born in 1934 in a farmhouse near Mitchell, IN. The youngest of three children he thrived in a community of his parents, siblings, grandparents, aunts, uncles and cousins. Their manner for living was guided by the Holy Word. Jerry graduated from Mitchell High School



and attended Purdue University in 1951.

Upon graduation in 1955 he was commissioned in the army as a 2nd Lt through ROTC. During this time he was stationed in Korea. Returning to the states he attended flight school at Camp Cary in TX. His military assignments included Ft Hood, TX, Fort Rucker, AL, Fort Riley, KS and Germany. Thirty years after living in Germany he and a friend hosted a reunion of 503rd aviation members.

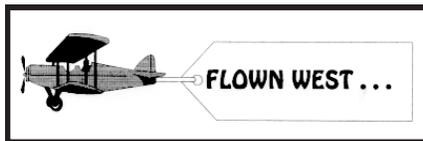
In 1967 he joined United Airlines doing a job he loved for 27 years. His first priority was the safe journey for his passengers. He was always grateful to the mechanics, flight attendants, office and ground crew and other dedicated people for their contribution to a pleasant career.

In 1994 he looked forward to retirement with enthusiasm. He was free to explore his second love, charitable and church work. He was a member of Southminster Presbyterian Church for 50 plus years, serving on several committees including a commissioner to Chicago Presbytery. After Hurricane Katrina he worked at repairing homes in New Orleans. He was active as a volunteer for PADS and the township Republican organization. For several years he tutored students in ESL and delivered books to homebound for the Arlington Heights library. He also volunteered at the Museum of Science and Industry in the United Airline exhibit. His favorite pastime in retirement was being an Opa to Joshua, Zachary, Sam, Michael, Nathaniel and Everett.

Jerry is survived by his wife, Eleanor, two daughters, one son and six grandsons.

Memorial gifts may be made to Southminster Presbyterian church and Journeys, an agency that provides services for the homeless at 1140 East Northwest Highway, Palatine, IL 60074.





*Warren Beckman	Jun. 29, 2019
*Ralph A. Bellerue	Jun. 12, 2019
Roger H. Ehm	Jun. 22, 2019
Frederick "Al" French	Jun. 13, 2019
Wilford H. "Bill" Hartman	Dec. 27, 2018
George R. Medonca	Jun. 25, 2019
Paul E. Schueler	June, 2019
*Harold Sheads	Jun. 03, 2019
William "Jerry" Westfall	Jun. 19, 2019
*Brian P. Witcher	Jun. 20, 2019

**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)

August, 2019 Edition

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

Oregon

Oregon Coasters (1st Wednesday, 12:00)—1228 Restobar, Florence, OR 541-999-1979
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 11:45)—*Pony Espresso, Jacksonville*—541-245-6896

Washington

PNW Flyers (To be announced) 916-335-5269
Seattle Gooney Birds (2nd 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