
rupanews



Happy Birthday

Journal of the Retired United Pilots Association



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or send a check to RUPA PO Box 757 Stowe, VT 05672-0757



In this Issue

About the Cover . . . The effects of the California fires and smoke make for a surreal view during a mid-morning SFO 28R approach. September, 2020.

President's Letter . . . John Gorczyca gives updates on recent United happenings and other topics. Welcome to 21 new members.

Vice President's Letter . . . An interesting story and photos from **WolfMan's** recent flying trip.

From the Editor's Desk . . . This has been an exciting month. More great stories and letters. In addition, **John Rains** and **Editor George** have been working to tweak the RUPA database to get some automation into our administrative processes. Yep, we're going Glass. There are more details in the Editor's report.

R & I Report . . . Bob Engelman talks about the Aetna In-Home Virtual Visit, with a doctor, and the Aetna Healthy Rewards Program.

Travel Report . . . Our intrepid traveler, **Pat Palazzolo**, tells us what city is known as the best place in the world to view the aurora borealis, aka, the Northern Lights.

A Look Back . . . Check out the *RUPANEWS* magazine covers from 10 & 20 years ago. . Do you get the eRUPANews? If so, simply click on the vintage cover and you'll link to the whole issue. There's also a vintage UAL 747 advertisement and a vintage travel poster.



Halloween Airport Code Quiz . . . This airport name quiz will stir your brain cells. Have some Halloween fun!

United Airlines Historical Foundation . . . There is a lot of history in the Flight Training Center halls and **Marvin Berryman** shares some photos with us. There's also photos of the *new normal*.

Luncheons . . . Luncheons are still mostly grounded because of the Coronavirus but we do have some luncheon reports with member updates. I love the retro photos that are sent in as well. Thanks RUPA Luncheon Coordinators!

There I was . . . I think you'll find this month's section quite interesting with **Mike Ray's** artwork of a story by SFO's East Bay Ruparian, **BS Smith**. BS has a lot of great stories and I'm glad he shared this one with us. Send your stories to the editor (rupaeditor@rupa.org). eRUPANews subscribers click [here](#) to send yours.

Articles . . . We have your regular infusion of industry and UAL related articles. And of course, medical and health related subjects.

Letters . . . More great letters to let you catch up with RUPA folks. Keep those emails and photos coming. Ruparians love the photos. Also, please include your city & state with your email.

In Memoriam . . . Remembering RUPA Members who have Flown West.

Flown West . . . Remembering United Pilots who have Flown West.

Monthly Social Calendar . . . Luncheon locations and points of contact.

About the Back Cover . . . Upper: *Sunrise over the Pacific*. B777-322 GUM-SFO.

by **Capt. J. Davis**, SFO (while on break)

Lower: *Sunset Pushback* at IAH B88.

by **Victor Gutierrez**, IAH

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President's Letter

John Gorczyca rupapres@rupa.org



Greetings from the cockpit. As we proceed through these months of quarantine and restrictions on our daily activities, I feel very remiss in the fact that I am not able to visit the various RUPA luncheon groups throughout the country. It was my intention to visit as many of the groups as possible during my tenure but that came to a grinding stop with the auto-brakes, speed brakes and the thrust reversers all initiated at the same time. I had intended to bring my copilot, my wife **Sharon**, to the various luncheons. She always gets a kick from my lousy jokes and innuendos. Needless to say, hopefully the scientific community will produce a vaccine that will enable us all to resume our interactive activities.

As I write this letter, we are surrounded by smoke and ash in the air due to the fires here on the West Coast. The air quality index has been the 400's. I hope that none of our members have been impacted by these fires.

I have been contacted by many RUPArians about their interest and appreciation of me conveying the happenings within the United community and how it impacts their lives in retirement. I will continue in that direction. Hopefully, it will not become too boring or uninteresting. I have found that the RUPANEWS magazine has become a vital source of information and reference for the retirees of RUPA. As it stands, we also have many active pilots who have a membership with RUPA. The more the merrier.

It has been almost twenty years since the attacks of 9/11/2001. It was reported to be the deadliest terrorist attack on American soil in US history. Four passenger airliners had departed from airports in the Northeastern US bound for California. Two of the planes, American Airlines Flight 11 and United Airlines Flight 175 crashed into the North and South Towers of the World Trade Center. A third plane, American Airlines Flight 77, crashed into the Pentagon and a fourth plane, United Airlines Flight 93, crashed into a field in Pennsylvania. Everyone knows the story of that horrific day. I will never forget our four pilots that perished on that day, **Captain Victor Saracini, FO Michael Horrocks, Captain Jason Dahl and FO LeRoy Homer**. Of course, some of our finest flight attendants also died that day aboard those airplanes. And, it goes without saying, many passengers were lost that fateful day, and lest we forget, the numerous lives lost on the ground. It is a date that will live in my mind forever and by the time you read this, it will be at least a month since the anniversary of 9/11. May they all rest in peace.

"Page 2". Boeing has yanked eight 787's from service over structural issues. Boeing has confirmed that these airplanes must be inspected and repaired prior to continued operation. United Airlines has complied with this directive. The B-737 Max will likely be ungrounded in October and the possibility of flying passengers will occur in December. It will take a couple months to get all the pilots through training to get back up to speed. And now, United Airlines has permanently eliminated change fees on all standard economy and premium cabin tickets for travel within the US. In other United news, the company will double its service between San Francisco and Shanghai and will add more direct flights to Florida from seven cities in November. This, of course, is betting that the coronavirus pandemic won't disrupt travel patterns for winter-weary northerners. A United Senior vice president of worldwide sales has gone missing. **Jake Cefolia**, 49, was reported missing on August 8 and hasn't been seen since. The high ranking executive has been with United since 2007 and was named head of worldwide sales in 2018.

Many of you probably have signed up for our eBlast system which is a valuable tool RUPA uses to communicate important and timely information. It is not a forum but a one-way mass emailing from RUPA through iContact. It is not a help line. This has been diligently maintained by one of our past RUPA Presidents, **Phyl Cleveland**. Phyl has resigned from that committee chairperson position. We cannot thank her enough for all she has done for RUPA in the past many years. She will continue in the capacity as a board member of RUPA. Thank you again Phyl. **George Cox** will be the interim eBlast chairperson.

As such, **George Cox** and **John Rains** have been working to streamline some our administrative duties using iContact's capabilities. We anticipate some truly wonderful advancements which will benefit the RUPA membership. Look for the details in George's *From the Editor's Desk* report.

Speaking about the editor, George has dramatically improved the digital version of the RUPANEWS magazine. For those that have seen it online, I am sure you can attest to the improvement.

I might add that October will be the beginning of the 58th anniversary of RUPA. If I may paraphrase, RUPA got its start in the early 60's when **Dick Petty** wrote **Bill Kennedy** suggesting the retired pilots of UAL form a social organization to keep in contact with each other. At the first meeting in October 1963, **Bill Kennedy** was elected President, **Bill Williams**, VP and **Harry Huking** was elected as the Secretary Treasurer. We are a 501(C)7 Social Organization allowing us to enjoy camaraderie and friendships formed over decades on the flight deck and continue that into our retirement years through local luncheon groups and our monthly RUPANEWS magazine.

I went to a wedding prior to the Covid crisis. The bride was escorted down the aisle and when she reached the altar, the groom was standing there with his golf bag and clubs on his side. She said: "What are your golf clubs doing here?" He looked her in the eye and said, "This isn't going to take all day, is it?".....Of course, you know, I enjoy a good round of golf once in a while and enjoy a good golf joke.

It is not very often that I mention a RUPArian that passed away and affected me in a special way. But, I would like to say just a few words about **Fred Hodge** that left us in August.

I got to know **Fred** and his wife, **Jan**, very well on a RUPA cruise that my wife and I took last summer. We furthered our friendship at the RUPA Reunion last October in Dayton, Ohio.

Fred had accomplished so much in his life that I barely know where to start. Fred grew up on a farm in Michigan and became a very skilled hunter and fly fisherman. He married his beautiful wife after graduating from Michigan State. Eventually Fred was drafted and served two years in the Air Force. He began working for United in 1964 and flew the Friendly Skies for 30 years. He oversaw the construction of a commercial building where he eventually moved his business. He was involved with the truck rental and tool business. Throughout his life, he was involved in the Boy Scouts of America and was also an Eagle Scout. He was always willing to teach and assist young children. He was quite the family man and he traveled frequently with Jan and his three daughters. His favorite destination was Kauai, where he owned a vacation home. Needless to say, Fred was one of the kindest, most well respected people I ever met. He was emailing me up until the month he passed away.

Fred was a great man. God speed Fred.

Enjoy this Fall as much as you can and stay healthy and happy.

Still Flying High,

John

Gorczyca

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New Member	DOM	Spouse	Home
Samuel "Sam" J Corsello	SFO	Birgitta	Vacaville, CA
Sue Lynn Thomas	SFO		Atherton, CA
Robert "Bob" C Lambert	IAD	Oleta	Toano, VA
Carl "Chris" H Christensen	IAH	Helena	Columbus, TX
Jerome "Jerry" B Mayer	IAH		Porter, TX
Donald L Chapman	SFO	Brenda	Bellingham, WA
Dale "Thumper" J Williams	SFO	Loretta	Cave Creek, AZ
Scott J Naumann	SFO	Sandra	Arroyo Grande, CA
David "Dave" S Worth	SFO	Nancy	Portland, OR
Donald G Hazen	IAD	Audrey	Spotsylvania, VA
David "Dave" B Walters	ORD	Janet	Lisle, IL
Helen G Huff	SFO		Nederland, CO
Timothy "Tim" Gamble	IAH		Kemah, TX
Gary S Slocum	DEN	Becca	Highlands Ranch, CO
Stephen "Steve" Crampton	EWR	Kathy	Allentown, PA
Susan "Sue" S Binns	SFO		Kingston, WA
John A Barrett	DCA	Darla	Winchester, VA
Theodore "Fields" F Misselwitz	SFO	Molly	Mercer Island, WA
George Ramirez	SFO	Mary	Alpine, CA
James "Jim" M Dugan	SFO	Zilma	Franktown, CO
Joan O Rhoades	SFO	Bill	Durango, CO

Vice President's Letter

Don Wolfe rupavp@rupa.org



I checked off another bucket list item in the middle of August by flying north in the Cessna 180 to Glacier Park. On the way there I stopped by **Mike and Peggy Todd's** house for a couple of days. Their home is located on the Seven Bays Airpark, WA. During Happy Hour, Mike and I watched Boeing's new 777X fly over several times at various altitudes and speeds. There was a long sensor wire trailing from the tail of the B-777X and Boeing's corporate T-38 Talon was on the wing. The T-38 looked like a hummingbird next to an eagle flying beside that big 777X. And before you give Mike or me too much credit for "airplane recognition", we knew it was a Boeing 777X because it was printed in large font on the bottom of the airplane. We were also tracking the flight on our phones with the **FlightRadar 24** app.



**The Eagle and the Hummingbird
B-777X and T-38 Chase**

The next day I chased Mike in his "Silver Bullet" east ward to Glacier Park. We spent 3 days flying around the local area and landed at the beautiful mountain airports of Schafer Meadows and Meadow Lake. We met a retired gentleman at Meadow Lake with a fully restored Travel Air 6000, an antique passenger plane from the late 1920's. I can only imagine what it would be like to fly for an airline in a single engine airplane with a big radial engine and wicker passenger seats. I wonder if they served peanuts and soda?



Mike Todd



Travel Air



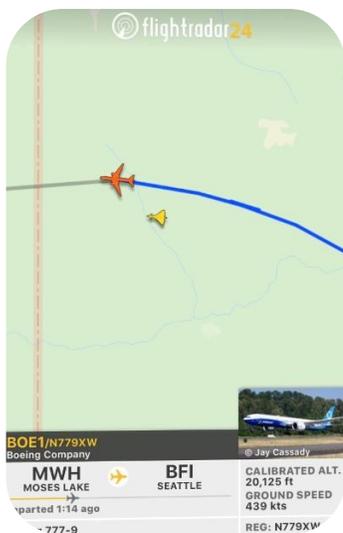
Foreflight navigation Program

On the way home it was “GPS Direct” to Auburn, CA via Burns, OR for fuel. It was a beautiful morning to fly with cool smooth air. Just south of Susanville, CA the sky became dark to the west and south west of my route. Firing up the IPAD and the aviation navigation program **Foreflight** I could see a line of thunderstorms over the central valley via the ADSB link to government weather.

Unlike radar, the thunderstorm weather via ADSB is not real time and is at least 15 minutes old. I briefly reflected upon the good old days of looking at a thunderstorm squaw line through the windshield of an airliner at FL370 and reviewing the real time radar presentation with an experienced F/O. But today, it's solo in a Cessna at 9500'. Plan A was to continue VFR down the east side of the Sierras in clear air

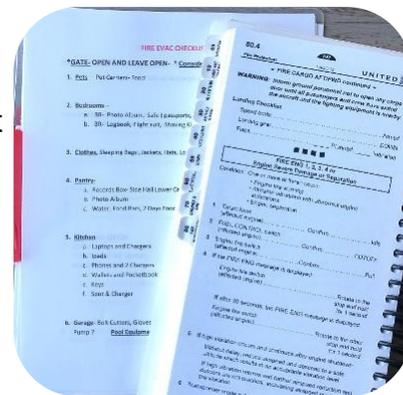
and pick up an “IFR” by hanging a right over I-80 and following the highway to Auburn for a successful completion of the flight. (I'll let you jet pilots explain “IFR” to your significant others). All went as planned allowing a safe return home.

The Thunderstorms brought over 20 large fires to the state of California. This annual reality show caused me to create an Emergency Evacuation Checklist. Sure enough, just two days later a Deputy Sheriff stopped by to tell us there was a fire going nearby and to prepare to evacuate. I dug out the checklist and started collecting the items. My wife and I busied ourselves loading the cars and getting things together. Before we were done, the Deputy stopped by again to let us know the fire was extinguished.



B-777X and T-38 on flightradar24

We unloaded the cars then pulled out the checklist to debrief the event. We discovered some major mistakes in the list and decided that we needed to add a 30 minute, a 15 minute and an “Eject now” list of items. Whether you live in an area with fires, hurricanes or tornados, I encourage you to make a list of things you want to take in case there's a need to leave your home in a hurry. Just like flying, running a checklist when things are coming apart ain't all that easy, especially if you haven't practiced.



Emer Evac Checklist

Four-letter words seem to be in vogue these days. Here's one for you: VOTE!

That's it from center seat coach. “Happy 58th Birthday RUPA!”

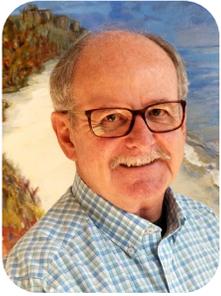
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Center Seat Coach?

From the Editor's Desk

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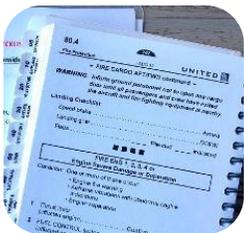


It has been an incredible month since the last RUPANEWS.

First of all, **Happy Birthday RUPA**. Did you notice the cover! Our 58th year!

The next big happening was that something “broke”, so to speak, and I have the membership to thank. So, “Thank you” to all the Ruparians who send in committee and luncheon reports, letters, articles, There I Was. . . Stories and, sadly, the *In Memoriam and Flown West* information. You certainly have given me enough material to fill the RUPANEWS. So much material that the Sept. issue could not be attached to the emails that **John Rains** uses to distribute the magazine to the digital subscribers.

So I said, “John, we have a situation.” and explained it to him. He calls for the “*Email Overcrossed*” Checklist but there wasn’t one. So, **John “Mach 2” Rains** and I put our heads together to improvise. This was a borderline IMMEDIATE ACTION situation. The RUPANEWS digital subscribers could not be denied. They were counting on well-orchestrated electrons flowing through the ether into their assorted color digital devices to enjoy the full spectrum of the *RUPANEWS*.



Being the profound aviators we are, along with assorted other skills, we solved the no checklist situation and our digital subscribers bathed in the full NBC Peacock color, hyperlink-capable, glory of their eRUPANews. And thus, we now have a “*Email Overcrossed*” checklist. However, as with many first-time checklists, there needed to be some tweaking.

Here’s where it gets technical: (I was a NORAD Computer Analyst for a while)

Our solution came from a platform RUPA already uses and nurtured over the years by **Phyllis Cleveland**. That platform is *iContact* and you have seen it’s product, eblasts.

We figured if *iContact* could send eblasts to roughly 3000 members, then it could send out the eRUPANews with a bit of modification. We still couldn’t attach the eRUPANews, but remember, John and I have other skills. After watching many sci-fi shows we went with *hyperlinks*. Many people simply call them *links* because they link *stuff* together, such as web pages, pages within a digital magazine, an email address to its email client, etc., but *hyperlink* sounds so much more impressive.

[Hyperlinks](#) are what you use when you go to a website and click on a photo or underlined word that takes you to another web page. The pages are *linked* together. Try it. Click [Hyperlink](#).

First we had to do some house cleaning, so we performed a “C” check on the RUPA database. Actually it was in great shape. When we exported over 2800 email addresses into *iContact*, there were only 12 that were corrupt and all but one were typos and repaired. Sierra Hotel John!

With this newly acquired *iContact* power, we are hoping to automate some of the regular administrative tasks currently performed manually. Some of these chores are new members letters, email updates, and membership expiration dates. Look for them in the future.

However, the immediate use was to get the eRUPANews to subscribing members. But why stop there? This is our 58th anniversary, we’ll send it to all RUPA members who have an email address in our database. More accurately stated, we will email the eRUPANews *hyperlink* which will transport you to the magazine. This will not affect your hard copy of the magazine. It is just another medium and you can unsubscribe to it but we recommend you don’t.

In fact, by the time you read this, you should have already received an eblast with the link to the **RUPANEWS 2020 Archive Index** where you select the eRUPANews you wish to read.

Here are some common questions and answers:

Q. Why email me a link to the eRUPANews when I can go to rupa.org/ and see them anyway?

A. Because the magazine is not posted on the website until three months after it's published. It's a benefit to members to see it before the 3 month wait. Non-members must wait three months.

Q. If I subscribe to the eRUPANEWS will I still get my hard copy?

A. Absolutely, unless you tell us you don't want to receive the hard copy.

Q. Can I unsubscribe from the eRUPANews email list?

A. Yes, but we recommend you don't. Currently the magazine and eblast lists are the same. If you unsubscribe from one, then you're unsubscribed from both. We may separate them later. The *Unsubscribe* link is at the bottom of every eblast.

One final note. We will send the eRUPANews to you every month unless you unsubscribe.

Editor GeorgE

**DID YOU RECEIVE
THIS EMAIL?**

**If not, you may have a problem.
Suggest Mayday, Mayday, Mayday.
Or at least Pan, Pan, Pan.
Or email the editor.
Check the NOTAM below**



RUPA Member,

Your latest eRUPANews is ready.

Clicking the link below will take you to the RUPA website to access the pictorial index. Then select the month you wish to view.

If the link does not work, you may have to cut and paste it into your browser.

<https://www.rupa.org/PDFS/2020/2020-Archive-Index.pdf>

If you subscribe to the hard copy then it will be in the mail as usual.

You can unsubscribe at any time below, but if you do then we cannot re-subscribe you. You will have to contact support@icontact.com and ask them to re-subscribe you to the Retired United Pilots Association list.

Enjoy your eRUPANews.

Editor GeorgE

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This message was sent to rupaeditor@rupa.org from RUPANews@gmail.com

George Cox
RUPA
P.O. Box 757
Stowe, Vermont 05672

NOTAM

This month, we sent this email to everyone who had an email address in our system. It contains the link to an index with the latest eRUPANews.

If you did not received the email then there could be several issues:

- We don't have a correct email address. Correct here: rupa.org/change-of-address/
- It went to your spam / junk folder. Check it.
- You have email filters turned on and it was rejected.
- The *iContact* system has you listed as Do Not Contact. (116 are listed as DNC) If you think that's the case then you will have to email support@icontact.com and ask them to re-subscribe you to the Retired United Pilots Association list. We cannot do it.



RUPANEWS Archive Ops Manual

When you click on the link in the “Your eRUPANews is Here” email, you will be taken to the RUPANEWS Archive, a pictorial index. From here you select the month you want to view.

Navigation Features of the RUPANEWS Archive page.

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Click the logo to link to the RUPA website

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Click in the square for the month you wish to view. You will be taken to that issue.

Asterisk months indicates the issue has digital features.
E.g. Page navigation, and links.

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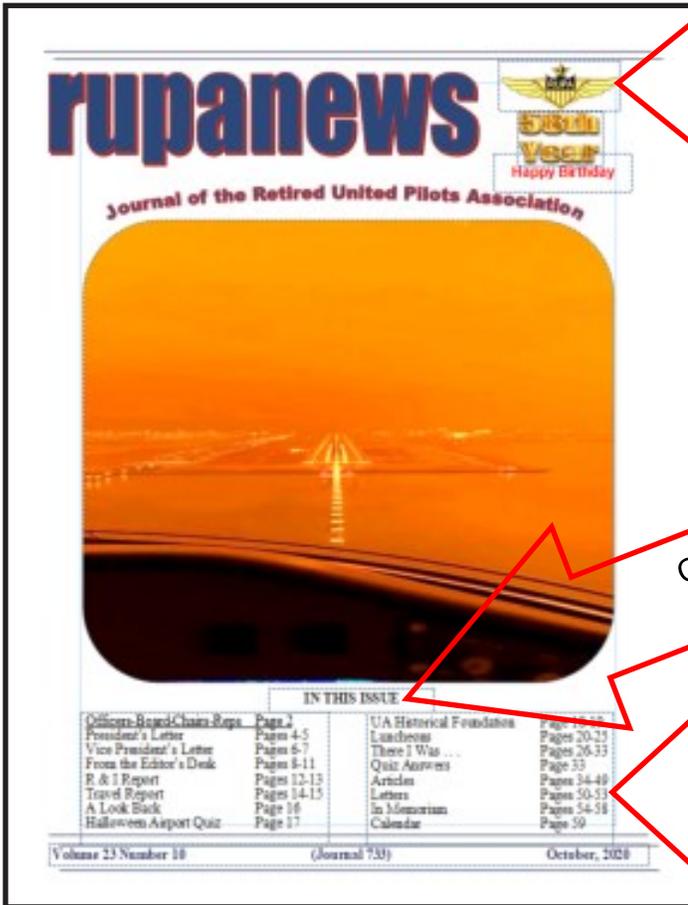
For future Issues

Look up to the sky.
You'll never find rainbows if you're looking down
Charlie Chaplin

eRUPANews Ops Manual

Navigation Features of the eRUPANews pages.

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Click "IN THIS ISSUE" to navigate to "In This Issue" on Pg. 3.

Click here to navigate to the selected page

Click any email address to open your email program.

Click the small logo on any page to Navigate back to the front cover. (This link works)

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



R & I Report

Bob Engelman rupari@rupa.org

SIGNIFY HEALTH IN-HOME VIRTUAL VISIT, with a doctor.

An Aetna rep called several months ago, before COVID-19 shut things down, to ask about scheduling an in-home health and wellness visit. I tentatively set something up for me and my wife in July. That, of course, was cancelled.

Then I got a call to ask if we were interested in doing one of those “Tele-Health” conferences via one of the available video systems. I chose ZOOM since that’s how we’ve been doing a weekly Yoga class. We set it up for July 14th, aka Bastille Day!

A day or so prior, I got a call with info on what to expect and the doctor’s name, which was Dr. Sibson. Everything went great for both of us. Dr. Sibson was extremely pleasant and made it an enjoyable experience. He asked lots of questions, and already had a lot of our medical history, based on prior Aetna claims, which he needed to verify. He explained that the reason it had to be done with video is that he is required to see us so he could make a good examination of our health, just as a tele-doc virtual visit would be done.

I highly recommend you do this. It’s with a company called Signify Health, but it’s through Aetna and doesn’t cost anything. Their website is www.signifycares.com.

Their phone number is 844-385-9814 and their virtual visits number is 855-215-1931. I’m not sure which number to call, but if you go to that website, you’ll see everything you need to set it up.

AETNA HEALTHY REWARDS

Here’s another nice perk from Aetna. Go to <https://aetnahealthyrewards-united.novu.com/>

There you can set up an account and get pre-paid cash cards for accomplishing “preventative maintenance,” so to speak.

Do the in-home health visit and you earn \$25. Get a flu shot, and you earn \$10. Do your annual wellness visit with your general practitioner and you get another \$25. Participate in Silver Sneakers at a fitness club, like a YMCA, and that’s worth another \$10.

I’ve done all of those except for the flu shot, which I’ll get next month, so I’ve already gotten \$60. You can choose from several different places to spend your money, and Aetna will mail the card(s) to you. All the info is on their website.

If you’ve already accomplished any of these wellness activities, don’t miss out on cashing in.

To all, stay well.

Bob Engelman

RUPA R & I

Important Aetna Phone Numbers

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

Snowbird NOTAM

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

Or mail to: RUPA
PO Box 757
Stowe, VT 05672



[Boeing KC-97 Tanker Airplane Restaurant - COS](#)



[Boeing 337 Stratocruiser](#)
[Click picture for a vintage video](#)



If any RUPA members get to COS, give a call. I might be able to do lunch. However, referencing the Snowbird NOTAM above; if there is white stuff under the KC-97, I might not be here.

Editor George E

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



Travel Report

October 2020

Captain Pat Palazzolo rupapasstravel@rupa.org

Viewing the Northern Lights

Hello fellow aviators,

Yellowknife, Canada in the Northwest Territories is known as the best place in the world to view the aurora borealis, also known as the Northern Lights. Yellowknife has the most cloud free days of any city in that latitude. With their long and clear winter nights, mid-November to the beginning of April tend to be the best times of the year to visit for a good viewing. Late summer to early autumn also offers a fair chance of seeing the lights.



For a day to day forecast over the next 6 days, visit <https://astronomynorth.com/aurora-forecast/> which shows the percentage probability of the appearance of northern lights. And if you're going for a walk around Yellowknife, be sure to keep an eye out for "**Northern Lighthouses**". These tiny lighthouses, located throughout the city, alert visitors and residents when active aurora is in the evening forecast.

Auroras are very common in the night skies above Yellowknife. This is largely due to the community's proximity to the Magnetic North Pole (Yellowknife has a geographic latitude of 62° North, but more importantly it has a geomagnetic latitude of 68 degrees). In addition, Yellowknife has historically been an excellent location for viewing auroras because of its semi-arid climate with excellent access to dark cloudless skies and a flat landscape that offers a full view of the night sky.

In normal non-COVID times we can travel to Yellowknife (YZF) via Air Canada with connections from a number of border Canadian cities such as Vancouver, Calgary, Toronto, etc.

Air Canada offers us Low ZED fare tickets, with the ability to take up to two Star Alliance companions with you. Star Alliance companions must be accompanied by the retiree or employee on all legs.

Visas are not required for US passport holders. ***Please be aware that as of this date, Americans are not permitted to enter Canada for tourism.***

Hotels and restaurants are plentiful in Yellowknife. Please check [Tripadvisor](https://www.tripadvisor.com) for recommendations on both.

Cheerio mates,

Pat

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





**"I was Your Pilot"
Whaaaaaat?**

**"The world is a book and those who do not travel read only one page."
— St. Augustine**



**"The journey of a thousand miles begins with a single step."
— Lao Tzu**

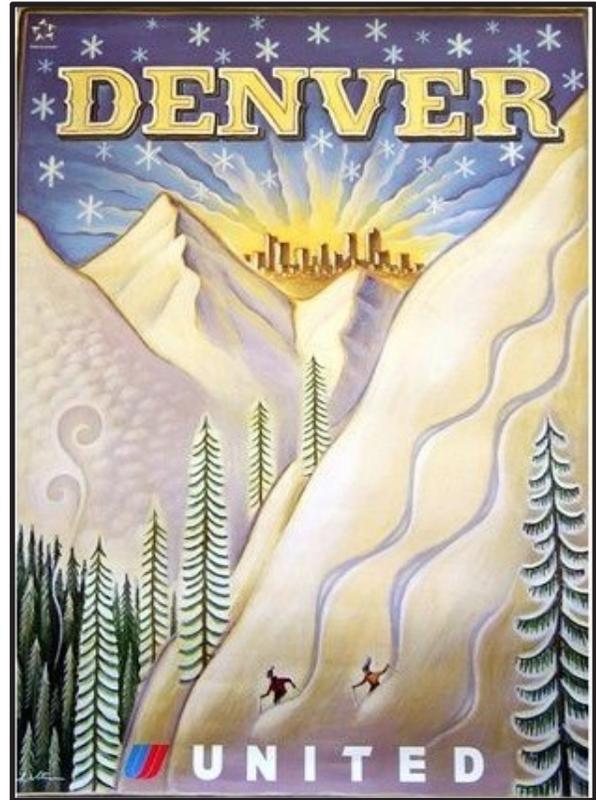


**"I travel not to go anywhere, but to go. I travel for travel's sake. The great affair is to move."
— Robert Lewis Stevenson**

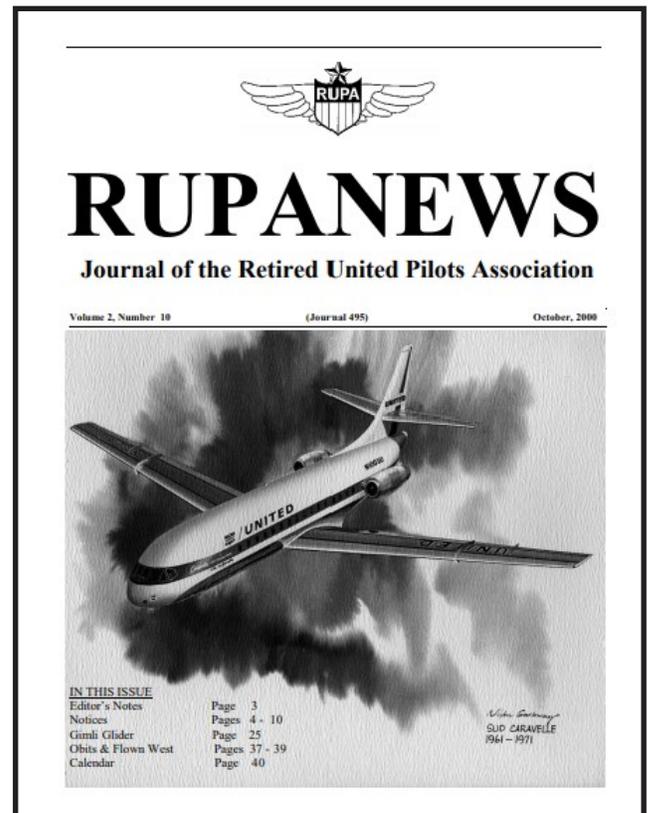
A Look back



10 years ago - Oct 2010



20 years ago - Oct 2000



How Well Do You Know Your Airports Quiz?

The Worlds Scariest Airport Codes on Halloween

Oliver Smith, DIGITAL TRAVEL EDITOR / Telegraph



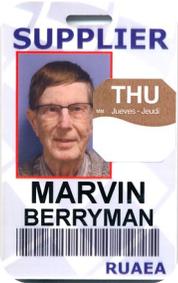
Flying is scary enough without landing at an airport called "BOO", or "AGH". But to which cities do they belong? Take this quiz to find out which spooky airports you should avoid on Halloween.

This quiz is from 2016 but still fun. It uses IATA codes, not ICAO. As such, there may be more than one airport in the world with the same IATA code. [Answers on page 33.](#)

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

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

United Airlines Historical Foundation
"Preserve the Past, Inspire the future"
 By Marvin Berryman *DENTK Retired.* www.uahf.org



Denver Flight Training Center—The New Normal



No Cash



Swallow



Face Coverings



The Lunch Line



Social Distance Eating



History in the Halls



CAL Memorabilia





UAHF Historic Displays in the Denver Flight Training Center Uniform Room.



Notice: We are again accepting donations of United & Continental Memorabilia - Please mail them and/or your tax-deductible (\$) contributions to: UAHF, **Tom Goodyear**, 7401 Martin Luther King Blvd., Denver, CO 80207. Visit our website at www.UAHF.com

LUNCHEONS

The Intrepid Aviators of Southern Oregon

Greetings from southern Oregon to all out there in RUPA land.

I saw a very funny video of a very demure young lady and her Covid song. She took her ukulele, did some strumming and a few very melodic chords... and then just screamed! Again a few chords, a smile and just screamed! About says it all. <https://www.youtube.com/watch?v=1f7OwFqTnco>

As most groups, we're on hold with our gatherings, and will be for the foreseeable future. Here in the Rogue Valley we continue to have some 18-30 cases a day show.

More to home, our oldest grandson is an ICU nurse here at Rogue Valley Medical Center and has lost one patient. Not a easy disease to have or to care for.

Disease aside, it's been a very pleasant summer weather-wise. Very little convective activity and thus few to no local fires. YEA!!! Very dry though and thus a continuing drought in the area.

For the RUPA News I'm sending a photo from 2014. What a good time we had, however with the age and years we've lost **Dan Kurtz**...a really good guy.

The group persists however and thus a second pic from more recently, February of this year.

Our cheers to all,

Bob Niccolls



2014 Seated L-R: Steve Fusco, Dan Kurtz, Jim and Cheryl Jaeger, Leeann Fusco and Marty Niccolls.
Standing L-R: Bob Niccolls, Scot Lee and Banjo Bob Keasbey.



Feb 2020 Seated L-R:
Leeann Fusco
Pam and Art Lumley
Steve Fusco
Harvey Saylor
Scot Lee
Jim Jaeger
Standing L-R:
Marty Niccolls
Cleve and Rose Spring
Bob Niccolls
Cheryl Jaeger.

Interestingly, **Steve Fusco** is now the Senior of the group. He's ten years older to the day from me and now 96! I flew with Steve as f/o some 45 or 50 years ago...as they say, time does indeed fly!

Big Island Stargazers

We welcomed our newest members, **Tim and Mary O'Neill**, at our August luncheon. Tim is a 787 captain based in SFO and will retire in December...although, due to the lack of flying, he feels he is already retired. He and Mary live full-time in Kailua-Kona and we look forward to seeing them at future meetings.

We had three special occasions to celebrate in August: **Gerry & Joan Baldwin's** 47th anniversary, **Richard & Gigi Morley's** 49th anniversary and **Mary O'Neill's** birthday!

Our wonderful Fish Hopper manager, **Kathleen**, treated everyone to complimentary pupus and decadent desserts.

Unfortunately, events have changed on the Big Island since our August meeting. As I write this report in early September, we have seen a large increase in COVID-19 cases and have canceled our September luncheon. We will continue to monitor the situation while keeping our members' wellbeing our number one priority.

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



Seated L to R: Don Diedrick, Linda Morley-Wells, Joan & Gerry Baldwin, Ebby Pinson, Richard & Gigi Morley, Lex Pinson, Mary & Tim O'Neill, Walt Wells

How to use chopsticks:
Hold chopstick in hand.
Use chopsticks to pick up fork.
Use fork to pick up food.



The Monterey Peninsula RUPA Lunch Bunch

Sept 2020 (page updated 10/11/2020)



Seated L to R: **Phyllis Cleveland, Jane and Jon Rowbottom, Jack Cowles, Sunee Jones, Diane Emerson, and Linda Mackie.**

Our September 9th RUPA lunch was the first official meeting since March! Under a welcomed cool marine layer but with a high smoke layer our patio lunch at Baja Cantina was still very enjoyable. For the last week Carmel Valley had temperatures of over 105 degrees with no evening on shore ocean breeze. With four active fires around the Monterey Peninsula since September 16th the smoke and ash has been incredible. Thousands of homes are lost, so many people are displaced. Several of our group were either on evacuation orders or “warnings”! To date we haven’t heard if any of our RUPA members have lost or have damaged homes.

Traveling down from Truckee were **Jon and Jane Rowbottom** with locals **Jack Cowles, Sunee Jines, Diane Emerson, and Linda Mackie** sharing the comradery! Because of the length of the table we were able to dine together, but with more people multiple separate tables will have to be used. Catching up on everyone’s lives plus stories of dealing with Covid-19 and the fires was the primary conversation around the table. We also discussed future venues for lunch that has outside seating, easy parking, individual checks, and a wide variety on the menu. For now this group preferred Baja Cantina on the patio for lunch but will consider other locations when inside dining is allowed by the State. Everyone preferred lunch over dinner. RSVPs will be critical and tables will be widely spaced with a large group.

So October 14th will be our next RUPA lunch at Baja Cantina at 11:30 – when they open. They will not seat earlier. RSVPs a must!

Hope all are safe and staying strong through the extraordinary year!

Phyllis Cleveland



The Goldwingers

Hi all from the hazy, foggy, ash and smoke filled part of Northern California. We celebrated our 5 year anniversary since we initiated the **Goldwingers** Luncheon group in the Sacramento area and I have included picture of the original group.

Still Flying High,

John Gorczyca



Original Goldwingers meeting

Joint Dana Point / North San Diego Group

Practice RUPA luncheon at the Landings Restaurant, Carlsbad Airport, CA. (Joint Dana Point/N. San Diego Group.)

N. SAN boys called and we agreed to meet for lunch. Apparently a couple of them forgot we had a date and stood us up! (Happens to old farts, and I resemble those remarks.)

Corey Ferguson (L) and I drove down from San Clemente and met with **Bill Lucius** (R)

Corey is celebrating his voluntary furlough from JetSuite X, and **Bill** his 20th year retirement from UA. Moi, **Ross Aimer**, just happy to be there, semi coherent, but well fed!

Beautiful **Michele**, the Landings owner (former EAL / UAL SW) was kind enough to buy us desert and take our mugshots.

BTW, that was the best Churro Mud Pie and ice cream I've ever had!

Rusty



L to R: Corey Ferguson, Rusty Aimer, Bill Lucius

Ham Wilson Gold Coast Luncheon

10 September 2020

Today was a great lunch and considering everything was a small increase of people complying with all state, county, and city rules for social distancing which are really extreme, however our waitress has confirmed that they don't wish to go to jail unless a couple of us would volunteer to go with them.

The city and county people make various spot checks to make sure the rules are being complied with which is why things are working out well. The way it works is you walk in with a mask on and then once you sit down and lower your head two feet then your mask can come off as you're seated. Sometimes people who have soft-spoken speech have to scream at the top of their lungs to be heard but most of us try to work around that. Being social distanced so far away we had to kind of rotate between tables to be able to talk to everyone and catch up with how they're doing.

Many of the recent frequenters were there and it was enjoyable afternoon and look forward to the next lunch which should be October 8, the second Thursday of the month. I doubt that there's gonna be any change to this forced shut down that America is going through and there probably won't be a vaccine before the end of the year and frankly they will be in some phase that you can make up your own number for. Some people are clamoring for a vaccine but then when I offered it, will not take it - so go figure.

I'd love to see many of you back and I think that was the consensus today but it has to come from individuals and look forward to seeing many of our friends when you feel comfortable eating lunch.

Jim Morehead



From left to right is **Gene Anderson, Scott Petrovich, Tony Miller AA, Jim Morehead, Craig Gordon AA, Dan Petrovich, Ham Oldham** (who may be the senior member of the group).

Pacific Northwest Flyers

Best of intentions were foiled by smoke from neighboring states to the south, due to an wind shift on the Friday prior to our appointed time and place.

We had planned 6-7 planes and 12-15 members who RSVP'd to meet at Tacoma Narrows airport Hub restaurant on 14 Sept.

Alas, the TAF that Monday was 1 sm FU.

We did have some fun email back and forth banter, including an RCAF no-gyro means of flying IN IMC, courtesy of legendary aviator extraordinaries, **Bud Granley** who quipped, what's the issue? :)

Here's Bud's remedy:

"In the RCAF we used to practice a lot on limited panel.. (Needle and airspeed).

One time, I won't say when, I was caught in WX. My horizon wasn't reliable so, no sweat, just use the needle and ball. That's when I discovered that the needle wasn't working either and probably hadn't for years.

You can fly with the ball only, If..... you lock the rudder pedals with your feet and use the ball for the ailerons.

Try it some time."

Bud

Don't know about you guys , but I'll leave that technique to **Bud**.

PNW Flyers hope to have an early Oct meeting if the WX Gods are cooperative.

Till then,

Your faithful scribe,

Cort



Even the birds were walking today

Close KNUW Whidbey Island Naval A... ★

Direct To Add to Route Fullscreen

Runway 14/32 closed by NOTAM for certain operations >

Whidbey Island Naval Air St...
Oak Harbor, Washington, US
Elevation: 47'
06:49 19:21 PDT

3D View Taxiways FBOs Comments

Info Weather Runway Procedure NOTAM

METAR TAF MOS Winds

0 Visibility: 0.13 sm 51m ago

**KNUW 151556Z 29004KT 1/8SM FG FU VV005
*2/11 A3015 RMK TWR VIS 1/2 SLP209**

THERE I WAS ...

... calling the FAA - IMMEDIATELY!!!

There are a couple of things that terrorise pilots', and one of these is when you are demanded to call the FAA IMMEDIATELY. This tall tale of one young captain's is drawn from the archives of **CAPTAIN BERNALD "BS" SMITH.**

Cartoon art by Mike Ray

My Wife greeted me: "What happened - call the FAA IMMEDIATELY!" This was 50 years ago.

My wife (and kids, at her admonition), always waited after I came home from my flight sequence to see what I might have to say, or better put sometimes, cool down maybe. This particular time, she practically met me at the door, saying; "What happened, what happened, call the FAA immediately, here's the number!" I asked her what this was about and she said a man had called some short time ago saying he was with the FAA, asking for Captain Smith, needing to talk with him immediately.

She told him I wasn't home but at work flying with UAL. She said he then said he knew that, but she should expect me home very soon unless I stopped along the way and please have me call him immediately. I wondered, what did I not do, or do, that would cause the FAA to call me at home.

So, I called the number which when answered said something about FAA Valley Traffic Control, with me then saying this was Captain Smith returning a call. Immediately, a man came on giving his name; that he was a supervisor at Valley ATC and saying he wanted to apologize for the way my flight had been mishandled departing Visalia (VIS-no tower) earlier that afternoon, and that I was perfectly correct in my request that they had denied and that he had talked with his staff about their

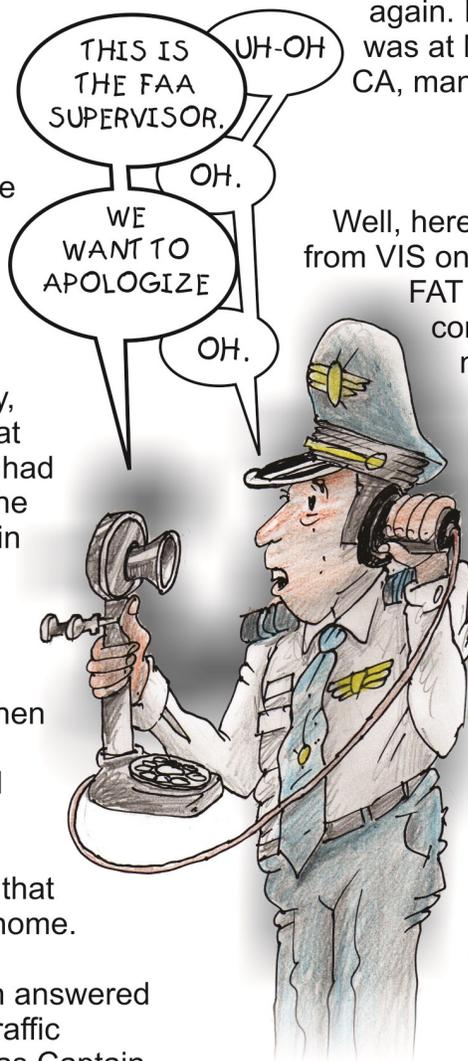
mistake and that it wouldn't happen again. I think that the ATC facility then was at NAS Lemoore nearby Hanford, CA, managing the big operation off two 13,000' runways and including VIS IFR traffic.

Well, here's what happened. We took off from VIS on runway 12 with a clearance to FAT (Fresno 39 miles away) and to contact Valley ATC who told us to maintain runway heading. I told him I wanted a turn back towards FAT, and he responded, "Maintain runway heading". I immediately started a right turn towards FAT, which was NW of us, at the same time telling my copilot to tell Valley ATC to cancel IFR, Which he did before I had turned even 20 degrees. I then had my copilot climb to 2500' and switched frequencies to OAK Center and filed an IFR clearance which they immediately gave us with a hard altitude and told me to switch to the FAT frequency whence we landed uneventfully.

End of story, or so I thot, 'til getting home as elaborated above.

As one might guess, I have other ATC stories from over the years, as I'm sure many, if not most, folks do.

Bernald 'BS' Smith



There I Was . . . But Rules is Rules

By Gerry Baldwin

The time was summer of about 1988. I was a Seattle based DC-10 second officer and a member of our union governing body, the Master Executive Council or MEC.

We had a 727, wing-tip flight to Denver. Unfortunately, our airplane broke before we could even start engines. Crew scheduling instructed us to hurry over to the 727 flight and go to Denver to continue our sequence. As the junior man, I went for our boarding priority one, BP-1, must-ride tickets.



I approached the podium for check-in on the 727, handing our tickets to a woman in civilian clothes who had a radio on her belt. She was called in to help with the mayhem of putting the most prized frequent flyers from both airplanes on the tiny 727. She glanced up, seeing me in uniform, and said, "Do you have a reservation." I pointed to the "BP-1" printed on the tickets; and she laid them aside. My captain, first officer, and I waited off to the side of the podium as the pandemonium continued.

As departure time approached, the agent turned to me, handed me our tickets, and said, "Sorry, no seats." My captain started forward, but I grabbed him by his sleeve. I pointed out that we were on our last trip of the month. Under the contract, the last trip of the month is pay protected; if it is canceled, we get paid all the same. He said, "Well, what are you going to do." I said, "I'm going home." We left.

I walked across the ramp, dropped off my flight kit, and headed for the crew bus. En route, I happened to encounter the chief pilot and station manager in the hallway. I said, "You won't believe what just happened." The station manager was six-eight and a known quantity. When I had finished my tale, he said, "You said a supervisor." I said, "Well, she was in civilian clothes with a radio." He said, "Mary," and took off at a quickened pace. I would not have liked to be in her shoes; but I smiled and went home to enjoy my impromptu, paid vacation.

Gerry Baldwin

There We Were . . . With the stripper and my Hat

By David L. Webster IV

We were at the gate in DEN, setting up for our departure to OKC, and the boarding of our 727 had just started. As usual, the cockpit door was open and the passengers were passing by on their way to their seats. At one point a young woman, probably early twenties, stopped at the cockpit door and said "Hi" to us. The Second Officer invited her in, and we all turned in our seats to engage with this friendly woman.

As we chatted, she looked around the cockpit and noticed our three hats on the hangers on the aft bulkhead. Spotting my captain's hat, she asked if she could try it on, to which I said "Sure." It looked good on her, and fit OK with her full head of hair.

At that point she surprised us all a little by saying, "I could use this in my act. Could I have it, please?"

Well, there was a pause in the cockpit as we all silently wondered what her act might be, then finally one of us carefully asked, "Would your act involve wearing *only* the hat?"

With a big, friendly, coy smile she replied, "Why yes, it would actually. You're all invited, of course."

Well, we weren't laying over in OKC, and of course would not have gone anyway, as we all know UA pilots never set foot in places like Shotgun Willie's in Denver. So, yes, I kept my hat but have not lost the memory of the moment.

David Webster



There I Was . . . Out of the Comfort Zone.

By Lindsay Johnson

In order to keep track of the thousands of details of our pilot jobs we develop habit patterns for the lesser responsibilities and checklists for the important ones. A major benefit of habit patterns and checklists is they create routine and consequently, a "Comfort Zone". Occasionally, events will push us out of our habit patterns, but we know we can still rely on our checklists. Sometimes, that isn't enough. So there I was....



As a senior 757/767 F/O based in SEA, I successfully bid a four-day trans-con: SEA-PHL-LAX-IAD-SEA. Summertime layovers in PHL and IAD appealed to me and I was looking forward to again being a tourist in those two cities. Making it better still, the captain was a joy to work with. Our first day went well and I had my expected PHL layover enjoying some historical sights. On day two I was doing my exterior walkaround when, under the left wing of the 767-200, my eyes suddenly began to sting. Looking around to find the source of the irritation, I saw a mist descending from above. It could only be hydraulic fluid and could only be trouble. I grabbed a nearby mechanic to report the problem and he got right to it. I finished the walkaround and proceeded to the cockpit to finish the interior setup. The aforementioned mechanic appeared and reported that a hydraulic pump had blown a seal; no parts in stock, no plane to cannibalize from, flight canceled.

We checked in with Crew Desk and received our reassignment. We were to return to the hotel and plan to take the repaired A/C to IAD the next day so we would be in position to complete day four of the ID: IAD to SEA. I am now thinking, "this will work out. I now get two PHL layovers, plus IAD, but we skip LAX which I was never crazy about anyway. No worries." Canceling a leg was just a small interruption to the Comfort Zone (CZ). But assuming all was OK was entirely premature. The bottom didn't fall out until the next day.

The next morning we arrived at PHL ops to flight plan and the Big Picture came into view. This was to be a ferry flight to IAD; no pax of course, not even F/As. It was a short flight, 20 or 25 minutes, so we were down on Victor airways. The A/C was not at the terminal but parked out on a remote ramp area. With no F/As it was my job to run the Ferry Flight Checklist which included a cabin inspection and, most important, installing the girt bar for slide deployment after door 1L was closed. (While performing my cabin inspection I was impressed by how REALLY BIG a 767-200 seemed on the inside with only two people on board. But I digress.)

At this point CZ was nearly eliminated: parked out on a remote ramp area somewhere, just the two of us aboard, low altitude cruise, working a Ferry Flight Checklist I barely knew existed. As others learned before me and many learned after me, when CZ is gone red flags will pop up everywhere. If you don't pay attention to them bad things can happen. It might even get dangerous. Both the captain and I felt harried by all the new tasks we were doing but after departure and when established enroute we felt much better. All that chaos of non-standard preflight and departure was behind us. CZ had returned and we could wind down a bit. To our dismay, the chaos returned.

All this Covid-19
talk is annoying.
Here are some
better Lab results



After a routine approach and landing at IAD we cleared the runway and I contacted ramp control for a gate. The reply was not a gate as expected but an odd location, something like, "Whiskey Two." Captain and I both scoured our airport diagrams but Whiskey Two was not to be found. Ramp was no help. Ground Control seemed in the dark as well.

Me: "Dulles Ground, United 6282 is parking at Whiskey Two and we don't know where that is."

Dulles Ground: "United 6282, I don't know where it is either. Standby."

After a minute or so Ground returns: "United 6282, head north on Zulu. We think it may be up there somewhere." *May be up there somewhere?* Not a real confidence builder. Feeling lost but abandoned, we cautiously taxi north on Zulu.

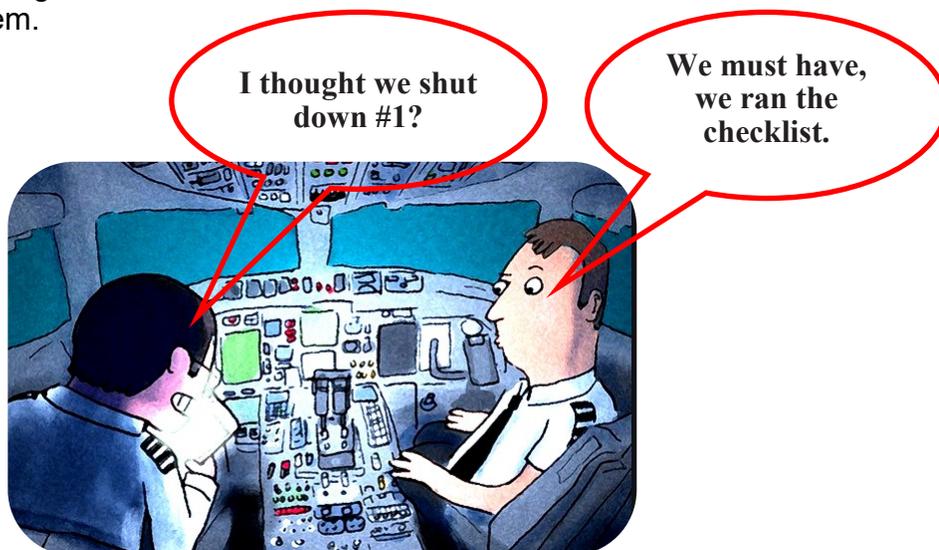
Previously, CZ was under attack. Now it has been completely overrun. Ramp Control, Ground Control, the captain, and I are all in agreement: no one really knows where we are to park this beast. It was almost like that old saying, "we are not sure where we are going but we're making good time." A few hundred yards down the taxiway and in front of some low buildings we found a thrilling sight. There was a guy in UAL mechanic coveralls waving some wands at us. Amazing Grace: We were lost but now are found. Hallelujah!

Our sense of relief was deep. The crisis was over; our parking spot was in sight and we could finally relax. As we were pulling to a stop my main, non-standard responsibility returned to mind: right after shutdown I had to promptly get back to 1L and secure the girt bar before the mechanic opened the door. The captain set the parking brake, we ran the Engine Shutdown Checklist, and I left my seat. After securing the girt bar properly I unlatched the door and slid it up about half-way. The mechanic was standing near the top of the stairs he had pushed up to the door. There was also a terrible noise. In a loud voice he asked me, "what's wrong? No APU?" My shock, confusion, and horror, in that order, was immense. The left engine was still running.

I hurried back to the cockpit and saw the ugly truth I already knew: the left engine indicators were all normal for an engine at idle. *But...but...we did the engine shutdown checklist. "Fuel lever, cutoff. Fuel flow, zero."* Yes, that is what the checklist said but the evidence was clear. We may have spoken the words, but we failed to confirm it was done. The only good news from this event was that there was no bent metal, and nobody was hurt.

How could two, well qualified aviators allow this to happen? Neither one of us was a new guy. The captain was PAA/UAL and I was USAF/UAL; plenty of experience between us. And it still happened. For me, a major benefit came from this humbling episode. I was so terrified by this lapse of attention that from then on I made a far stronger effort to follow that adage made famous by Ronald Reagan: "Trust but verify." In our case, make sure something happens when you move the switch. In the remainder of my career I made plenty of mistakes, as my copilots will affirm, but failing to shut down an engine when required was not one of them.

Lindsay Johnston



There I Was . . . Getting another routine, not so routine line check.

By David L. Webster IV

It was an evening departure, ORD to LHR, in the 777. We were getting a line check from a TK Standards Captain and expected the flight to be as uneventful as any other.



About two hours into the flight, over Canada but still a bit distant from our coast out point, we received an interphone call from the back with news of an ill passenger. Various details were exchanged and the crew had already found a nurse and an MD who were offering assistance and we asked them to make the call on the phone to Dispatch and the UA contract medical service. In the cockpit we contacted Dispatch to give them a heads up on the situation, though at that moment it didn't look serious.

By this point in the flight the Standards Captain had retreated to a First Class seat and was likely dining or sleeping and would return in the last hour for the descent and landing at London. I had chosen middle break, and shortly after the heads up from the back, I left for my rest. Before heading to the bunk it seemed prudent to see how the ill passenger was, so I walked to the rear galley to check. The passenger, a British woman, was on the floor of the galley, vomiting and having seizures. A nurse and Flight Attendant were on the floor with her, and the MD, a family physician from Texas, was leaning against the wall, watching.



I asked the MD a few questions:

“What do you think is her issue?”

“Hard to say,” she answered.

“What would you do if she were in your office right now?”

“Give her a CT scan and put her on antibiotics.”

“OK, we can't do either of those things. Boston is about an hour away and London about five hours. Which would you feel more comfortable with?”

“Oh, London would be fine,” she casually said.

At this point I didn't have a good feeling about the situation or the MD, so I walked around the galley and got the nurse up from the floor and we stepped behind the galley.

“I just have two questions for you. First, what do you think about the MD you've been dealing with?”

“I'm not impressed,” she said.

“OK, what do you think about the patient?”

“Getting worse.”

At this point I got on the phone they already had open with Dispatch and the contract medical center.

“Hi, this is the Captain. Dispatch, I just have one question for you and the physician. What do you think about the physician you've been talking with, here on the aircraft?”

“We're not impressed.”

“OK, thank you. Dispatch, it's my decision that we need to land at the nearest suitable airport with a hospital facility nearby.”

“Understood and agreed. Gander is literally fifteen minutes straight ahead of you.”

“Great, give them a call please and we'll get started down ASAP.”

At that point I called the cockpit, asked them to start the process with ATC for the divert, get the checklist up for Fuel Jettison and I'd be right back up. On the way I woke the Standards Captain and told him we were diverting and he might like to watch.

Twenty minutes later we were on the ground and pulling up in front of the Gander terminal. It was about 0400 local time, but that is the bread and butter of what Gander does. (Remember 9/11 and the dozens of diversions there?) Stairs to the front, and a food truck to the back to unload the ill passenger. Three people came to the cockpit almost immediately after the door was open; Airport Manager, "Do you need anything?", a mechanic, "Do you have any writeups?" and the fueler, "How much do you need." What a great place to divert to!

The passenger and her husband departed for the hospital and we added fuel and departed shortly after for London. Truth be told, after an ill passenger is off the aircraft the company didn't really care too much anymore. But I did. The next week, while on a London layover, I called her, told her who I was, and was just checking to see if she made it home OK. She was incredibly grateful for the call, had spent two days in the hospital, and they had made it home. A couple years later she and her husband came to stay with us in the Seattle area. They remain friends today.

And I had absolutely no regrets about overruling the MD, who it turned out later in the flight, was worried about missing a connection.

A final postscript; a few months later I was at TK for my check ride, and giving the check was the Standards Captain from our earlier flight. I told the First Officer that of the three likely check ride scenarios we would probably not get the diversion one, as he'd already seen me do one. That year's scenario was a flight from London to Dulles. Fifty feet in the air we had an engine fire, returned to London and landed and the check was over. It wasn't any of the scenarios, but we were pleased to catch an even earlier "essential bus."

David Webster



There I Was . . . Spitting on my hands (A true mask story)

My bride of 49 years had knee replacement surgery in June and was required to have a Covid test two days prior to the surgery.

The Covid test was the one where they put the extra-long swab up your nose and appear to swab your brain.

It is quite uncomfortable and the nurses found that if they told the patient to sit on their hands then there was less chance the patient would reach up and disturb the nurse taking the brain swab.

So, the masked nurse said "Sit on your hands please" to which my bride spit on her hands.

The nurse laughed and said, "You're the third one that's done that today." *Editor George E*

Anonymous

There I Was . . . Flying with the Wolfman

By Nick Hinch

It was with great delight that I saw a new column in the RUPA Magazine in the May issue entitled, "There I was," introduced by Captain **Don Wolfe**, aka The **Wolfman**. And, I am glad to see George Cox, our intrepid editor, has followed through with entertaining stories in every issue since then. But I noted, so far there haven't been any stories about the instigator of this now, and what I think will be one of the best parts of the magazine in the future. So, let us go down memory lane with a few stories about flying with the **Wolfman**, a legend in his own mind.

I first teamed up with the **Wolfman** in the early '90's when I was a Pilot Instructor on the 727. Wolfman came through the transition course as a captain, paired with a first officer who came to be known as LHNH (long hair, no hat) due to his out of regulation hair and inability to find his coveted United Airlines chapeaux. Training turned out to be something a bit out of the ordinary, as the **Wolfman** took it up a notch with his challenges between the two of us on completing maneuvers and flows and gaining points leading to beer buying later. LHNH was not amused and proceeded to counsel us on our unorthodox training procedures, which only led us to pile on LHNH with great enthusiasm. At the end of the course, Wolfman told me to come out and do some flying with him, and thus began many years of the *I fly, you buy* program. I did all the flying while he did all the buying (drinks, that is).

Some of the memorable trips included wintertime flights where we never got east of Denver. Yeah, no snow, deicing or winter ops.

Then, there was the winter flight into Boston in the middle of a snowstorm at night with only one runway open (a little more thrilling than I wanted). The next day we didn't get out of Boston on schedule, as they were clearing the snow, so we went to ORD and then directly on to ONT. Once we got to Ontario, we had a van take us down to SAN to get back on schedule for the next day. Since it was a two-hour drive, our intrepid captain had the van driver pull into a 7/11 where he proceeded to pick up a six pack for the road trip. You can't buy leadership like that anymore. A lovely dinner at a great Mexican restaurant capped off another fine day of flying.

Flying into ATL one night at around eleven, we appeared to be the only aircraft in the pattern. At 10,000 feet abeam Hartsfield, the tower asked if we had the field in sight. Wolfman looked at me, and I said, "Call the ball, Mav." Then, it was power idle, speed brakes out, gear down as we rounded the turn to final. Flaps down, on speed and speed brakes retracted. Power up at 500 feet, then back to idle for the touchdown. Beeeuuuuutiful. Then it was off to a dive bar near the downtown layover hotel for wings and beer until 1 AM. Yup, another perfect day with the **Wolfman**.

You might remember I mentioned the *I fly, you buy* program. Well, one day I almost regretted that

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decision. We were leaving ORD on a five-leg day, and when we got to the jet, we found the autopilot had been MEL'd as inop. **Wolfman** asked if I could handle it? Well, who's to say no to that challenge, so off we went on a five leg, in and out of ORD day with yours truly doing all the hand flying. Luckily after 5,000 hours in the B-52 with many an inoperative autopilot, it proved to be A-OK (what I did learn, however, was I'll never do that again). Wolfman, a great teacher of how not to be an idiot.

Usually, in the Fall after a three or four-day trip, we would reprise to Wolfer's house in Napa and saddle up his Harley's for what became known to us as the Wide Glide Freedom Ride tour. We would spend about three to four days cruising the Sierra's. Warm days and cool nights made for perfect riding weather and crossing over the mountains and riding back up the east side of the Sierra's with no traffic, full throttle and into Lake Tahoe for the night made for a fantastic end to the summer.

In the long run, and as usually happens, life changes, and thus it did for the **Wolfman**. He got married again and eventually sold his bikes and bought a plane. I still have my bike, and it's been even more tricked out and running great since those days, but alas, with no **Wolfman** to ride with. Am I sad and bitter about that? No, I can rise above it all. Oh, hell no, you're damn right I'm bitter, but I am an old man now, and that's how we roll, but most of you already know that.

Back then, however, it truly was good days, good times, and good memories. Thanks, **Wolfman**. It was a helluva ride.



Nick Hinch

Halloween Airport Quiz Answers [\(Quiz on pg. 17\)](#)

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

ARTICLES

Our August and Labor Day weekend operations recap

[Flying Together September 08, 2020](#)



We wound down our summer schedule with a solid August operational performance, and kicked off fall on a high note thanks to all of you who went above and beyond to deliver some great operational results over the long Labor Day travel weekend.

Between Sept. 3 and Sept. 7, we flew more than 700,000 customers for a seat factor (revenue customers and non-revs) of 68%. It was our highest seat and load (revenue customers) factor weekend since early March. On Sept. 7, we flew our highest revenue and total customer counts since March 17 and recorded a 76% seat factor, our highest since March 8.

Huge shout out to our employees for this impressive Labor Day showing.

D:00cs: We recorded 85.9%, our best ever for the month of August! Despite Hurricanes Isaias and Laura and low demand cancellations, which were unique to our operation, we had a come-from-behind push at the end of the month to achieve the top D:00 rank for August. This is the fourth month so far in 2020 that we've been ranked No. 1 in D:00cs.

Completion rate: We finished the month of August with a 97.82% completion rate, placing us fourth of the four major carriers. Without the hurricanes and low demand related cancels, our August completion would be at an estimated 99.6%, which would have ranked us second among the major carriers.

Hub D:00: Specifically to the hubs, we achieved the top D:00 rank at ORD, IAH and DEN. Our win streak at these hubs continue with DEN at 66 months and ORD at 42 months.

CSAT: Our customer satisfaction (CSAT) score averaged 71.8% (the rate of customers who report being happy with our service) and our net promoter score (the likelihood of customers recommending us to people they know) was 41.2. Both scores are up in our year-over-year stats, with CSAT being up nine points and our net promoter increasing seven-fold. This is a huge testament to the focus and care our employees are providing to our customers, especially during the coronavirus pandemic.

As of Monday, we're currently ranked third in completion at 99.37% and have a consolidated D:00cs rate at 86.5%, which places us second behind Delta (DL).

Let's continue to work hard this month to complete a good showing of September numbers, and a big thanks to all for running such a great operation in August, despite the trying times.

*Coming in hot
with
speedbrakes
deployed*



United Airlines axes 2,850 pilot jobs

Biggest pilot job cut in United Airlines' history announced

Harry S. Johnson / eturboNews.com



[United Airlines Holdings Inc.](#) announced today that it is preparing to eliminate 2,850 (about 21% of the total) pilot jobs in 2020, unless the federal government approves further U.S. government aid to help airline sector cover its payroll costs amid a collapse in travel demand.

Airlines, reeling from the devastating impact of the novel [COVID-19](#) pandemic on air travel, have asked the U.S. government for another \$25 billion to cover employee payroll through March.

The first tranche, which banned any job cuts until Oct. 1, expires at the end of September, but talks in Washington have stalled as Congress has struggled to reach agreement on a broader COVID-19 assistance package.

United's planned job cuts would begin October 1, and would run between October 1 and November 30, the airline said in a memo to pilots Thursday. That would add to tens of thousands of likely job cuts across the U.S. airline industry unless Congress grants an extension of the prior Cares Act funding, which helped carriers pay employees for six months on the condition that they would avoid mass layoffs.

United Airlines' job cuts are significantly higher than the 1,900 announced earlier this week by Delta Air Lines and 1,600 by American Airlines.

Facing a shrinking industry in the years ahead, airlines have generally tried to mitigate the number of forced job cuts by offering early retirement or voluntary departure deals, but some carriers' packages have been more attractive than others.

"While other airlines have chosen to reduce manpower through voluntary means, it is tragic that United has limited those options for our pilots and instead has chosen to furlough more pilots than ever before in our history," the union representing United's 13,000 pilots said in a statement.

United said the numbers were based on current travel demand for the remainder of the year and its anticipated flying schedule, which it said "continues to be fluid with the resurgence of COVID-19 in regions across the U.S."

Chicago-based United is more exposed than its peers to international travel, which is expected to take longer to rebound from the pandemic.

United, which has warned that 36,000 jobs are on the line across the company, has not yet provided final furlough numbers for other work groups.

American said on Tuesday it was cutting 19,000 jobs in addition to voluntary reductions that will see the company's workforce shrink by about 30%.

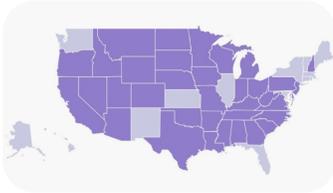
United's announcement comes on the final day of the Republican National Convention, where President Donald Trump will try to regain momentum against the backdrop of a pandemic that has killed over 180,000 Americans and produced a recession that has resulted in the loss of millions of jobs.

United, pilots union reach agreement to avoid close to 3,000 furloughs

As of press time, I understand the United MEC has sent out a proposed Pandemic Recovery LOA Tentative Agreement. No more info.

Travel planning made easier with new feature

Flying Together September 03, 2020



Some exciting news for travelers trying to navigate travel restrictions due to COVID-19: today, we launched a new interactive map tool on [united.com](https://www.united.com) and the United mobile app that allows customers to filter and view travel restrictions for a desired destination.

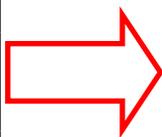
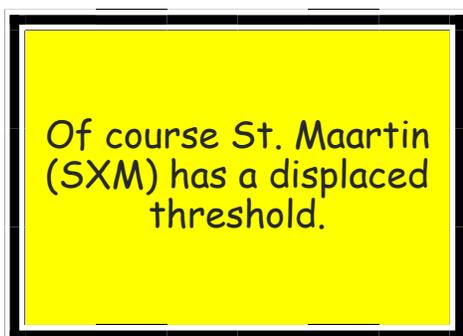
The Destination Travel Guide, a first among U.S. airlines, provides an interactive, color-coded map to highlight if a destination is closed, partially open or fully open for travel, and will also note if any tests or self-quarantining are required for travel. Customers can easily filter destinations to view local regulations, such as social distancing and mask enforcement, as well as to see if hotels, restaurants and other leisure outlets are open to the public.

"We know it's a challenge to keep up with the ever-changing list of travel restrictions, policies and regulations so we are offering a simple, easy tool that helps customers decide where to travel next," said Chief Digital Officer and Technology EVP Linda Jojo. "By providing the most up-to-date information on the destinations we serve, customers can compare and shop for travel with greater confidence and help them find the destinations that best fit their preferences."

The tool currently highlights travel restrictions and leisure offerings in the U.S. by state and will expand to include all international destinations we serve in the coming weeks. Customers viewing the color-coded map can click on each state to view local regulations and travel guidances. There is also the option to filter the map by state to view specific information on each destination, including:

- Medical certificate needed (such as negative COVID test)
- Non-essential shops open
- Tourism accommodation open
- Restaurants open
- Bars and cafes open
- Museum and heritage sites open
- Mask in public required
- Physical distancing required

The new map feature follows several of our recent innovations that were designed to enhance the travel experience. As part of the United CleanPlus program, we recently introduced touchless check-in, text alerts for passengers on standby and upgrade lists and a new chatbot to give customers a contactless option to receive immediate access to information about cleaning and safety procedures.



eRES updates make travel easier

Flying Together August 31, 2020



From new seat maps to stored travel info, several recent updates to eRES improve the user experience for employees and pass travelers alike.

These updates include:

Retirees will no longer see a mention of payroll deduction in confirmation or cancellation messages.

Information about international documentation requirements has been added to the travelers page when booking travel to/from an international destination. This includes a link to the [united.com](https://www.united.com) page with information on international documentation, and a link to Timatic to look up document/health requirements for a specific country.

Employees' and pass riders' profile pages now have the ability to store your nationality and country of residence. This will be used when booking travel to/from Mexico, Belize and Colombia for proper tax calculations when booking travel.

The seat maps on flight details have been updated to the new [united.com](https://www.united.com) seat map version that will be coming out shortly.

Anyone who took a VSP and elected positive space leisure (PSL) passes now has the ability to book travel using the PSL passes up to 334 days in advance. Keep in mind that PSL's must be booked and traveled before their expiration date.

VSP participants who have had issues specifying enrolled friends are now able to do so based on a fix we've made.

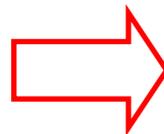
Additionally, the following updates are underway and will be incorporated later this week:

The issue causing vacation and/or buddy passes not to be properly redeposited after canceling bookings should be resolved.

The issue causing some pass riders to be unable to accept the terms and conditions of travel when booking their own travel is being resolved.

Employees will now have the ability to self-book parents for emergency travel when they are traveling due to the illness or death of the employee's or employee's spouse/partner's child. The booking will still need to be approved by the employee's manager.

SkyWest flight attendants will be able to book jumpseat travel for United Express flights operated by SkyWest.



8 Boeing 787 Aircraft Grounded Due To Structural Worries

By Joanna Bailey SmpleFlying.com



Boeing has instructed some of its airline customers to pull eight Dreamliners from service immediately. The aircraft in question have been found to have a structural issue that may mean they are unable to withstand the natural stresses of flight. Boeing has notified the FAA and estimates it will take two weeks per aircraft to remedy the issue. **Photo: Boeing**

Eight Dreamliners immediately grounded

Boeing has instructed a number of airlines to immediately cease operating eight recently built Dreamliners amid concern over a manufacturing issue. The story was broken by Jon Ostrower at The Air Current yesterday.

Ostrower said that, according to an unnamed source,

“...an area of the structure in the rear of the aircraft is unable to withstand the maximum stress that would be experienced by the aircraft in service and could fail.”

It's the first time an issue with the Dreamliner has prompted an immediate grounding of the type and suggests that this is a critical fault. Boeing told Jon Ostrower that it has,

“...identified two distinct manufacturing issues in the join of certain 787 aft body fuselage sections which, in combination, result in a condition that does not meet our design standards.”

Overall, it seems that eight aircraft are affected, with all being immediately pulled from service. Affected airlines include United Airlines, Air Canada, and Singapore Airlines.

According to additional reporting in Bloomberg, Boeing confirmed that eight aircraft had been affected. In a statement to the publication, it said,

“We determined that eight airplanes in the delivered fleet are affected by both issues and therefore must be inspected and repaired prior to continued operation. We immediately contacted the airlines that operate the eight affected airplanes to notify them of the situation, and the airplanes have been temporarily removed from service until they can be repaired.”

What's the issue with the Dreamliners?

According to The Air Current, the structural issue relates to a mating point inside the rear fuselage. Two carbon fiber barrels meet at a bulkhead, capping the pressurized section of cabin. Boeing uses shims to fill the naturally occurring gaps at the join, employing robotic scanning to ensure they are adequately filled. **Photo: Getty Images**



In the case of the eight grounded aircraft, these gaps were not properly dealt with. Incorrect placement of the shims means stresses on the airframe are unevenly distributed, although Ostrower states that, on their own, this would not be an issue. The second issue is that the carbon fiber inner skin is less smooth than it should be, which, in combination with improperly filled gaps, could significantly weaken the structural integrity of the fuselage.

The carbon fiber-heavy fuselage of the Dreamliner is one of its biggest selling points. The lightweight construction makes it incredibly efficient but brings with it certain issues that Boeing needs to deal with. For the past decade, the manufacturer has successfully employed this predictive shimming technology with no issue.

Problems at Charleston

All Boeing's Dreamliner fuselage fabrication and joining is conducted at Charleston, although they may then go on to final assembly at either the nearby FAL or its other factory in Everett. Boeing has been mooting consolidating 787 production in Charleston, removing the Everett FAL from the program. **Photo: Boeing**



Charleston has previously come under scrutiny for the quality of aircraft builds. Customers, including Qatar Airways, have gone so far as to reject aircraft delivered from the plant, stating that they are not up to the standards they expect from Boeing. There have been accusations that workers have been under pressure to turn out aircraft rapidly, sometimes skipping over relevant quality control checks.

Boeing has reportedly notified the FAA of the issue with the Dreamliners, but states that it has reviewed the rest of the in-service fleet and determined that they are able to "meet limit load capability." It further says that the remedial work is estimated to take around two weeks.

FAA awards \$7.5 million in drone research grants to universities

Harry S. Johnson / eturbonews.com

U.S. Transportation Secretary Elaine Chao announced Friday the Federal Aviation Administration has awarded \$7.5 million in grants to universities for research into unmanned aircraft systems.

Part of the agency's Air Transportation Center of Excellence (COE) for Unmanned Aircraft Systems (UAS), also known as the Alliance for System Safety of UAS through Research Excellence (ASSURE), the grants will be used for research, education, and training for drone operation.



"This \$7.5 million federal investment will fund university research on the safe integration of drones into our national airspace," said U.S. Secretary of Transportation Elaine L. Chao.

The agency said there are currently 1.65 million recreational and commercial drones in the UAS fleet, but that number is expected to grow to as many as 2.31 million by 2024.

The third round of funding for ASSURE grants this year, the latest announcements bring to more than \$13 million in funding for COE grants this year.

Grants included \$1.5 million for Mississippi State University for validation of Low-altitude detection and avoidance standards; \$1.4 million in total for five universities, including \$401,999 to the lead university the University of Alaska, Fairbanks, for research into safety risks and mitigations for UAS operations on and around airports; and nearly \$1.2 million for four universities, including \$450,000 for lead university Wichita State University, for urban air mobility safety standards, aircraft certification, and market feasibility.

The UAS is just one of 12 Centers of Excellence established by the FAA. Others include alternative jet fuels and environment, general aviation safety, commercial space transportation, airliner cabin environment, aircraft noise and aviation emissions mitigation, advanced materials, general aviation research, airworthiness assurance, operations research, airport pavement and technology, and computational modeling of aircraft structures.



Can WheelTug, A Drivable Aircraft Nosewheel, Save Airlines Money?

Michael Goldstein Contributor / Forbes



Photo: 737 aircraft with WheelTug drivable nosewheel with TV camera puts the pilot in charge of taxi WHEELTUG

The history of the aviation industry is one of innovation, sometimes interrupted by tragedies like 9/11, the Boeing 737 MAX crashes and the COVID-19 pandemic. Nonetheless, innovators innovate. The latest aviation innovation is WheelTug, a powered nosewheel that ‘puts the pilot in charge’ of the time-consuming pushback procedure on the ground.

Many of us have watched the airport ballet of ground crew hooking up an airliner to a tractor and slowly towing it to a gate or hanger. But what if airliners had an electric motor attached to the nosewheel so pilots could “drive” them into position, saving airlines time and therefore money?

WheelTug is a new concept designed to save commercial airlines time on ground operations, which also have a high potential of creating damage to aircraft. The headline of one graph in WheelTug’s PowerPoint says simply, “Faster Ground Ops = More Profit.” Such is the promise of WheelTug to airlines trying to recover financially from a still-raging pandemic.

According to CEO and creator Isaiah Cox, [WheelTug](#) is a powered replacement nosewheel for narrow-body airliners such as Airbus A321 and Boeing 737 variants. WheelTug flies with the airplane but is used on the ground. The ‘secret sauce’ is its built-in electric motor and multiple cameras that let the pilot drive the aircraft forward or backward on the ground. (The system does not require a battery as it works off the aircraft electrical system.) Cox says WheelTug uses the first production titanium wheel in the industry.



The powerful electric motor (Cox won’t say how powerful, other than to note it will pull a 185,000-pound aircraft) is less than 3 inches wide so it fits easily in the nosewheel compartment. The titanium wheel, motor, cameras and other components add less than 300 pounds, according to Cox.

As a built-in electric wheel with cameras, WheelTug lets the pilot drive the aircraft forward or backward on the ground. According to the company, this can eliminate the need for a tractor and cuts the need for ground staff.

Photo: WheelTug self-driving aircraft nose wheel shown with night lights on.

But Cox says the main idea behind WheelTug is to make the aircraft more autonomous on the ground, saving up to 20 minutes per flight via reduced ground time and more dependable departures. Better aircraft utilization leads to optimized network scheduling for more cities, more flights. Efficiencies gained can help an airline squeeze another flight out of the same aircraft.

WheelTug cites a Deloitte study that claims a saving of \$300 to \$2500 per flight, or half a million to six million dollars per plane per year. Cox says, “The slowest and least efficient part of the flight is in ground movement.”

“We have back orders with 26 airlines for 2200 units,” says Cox, who says WheelTug is essentially free to the airlines, as it is leased to them on a ‘power by the hour’ basis. “They will only pay as they save money, there is no capital expenditure required.”

So far orders include letters of intent to lease 1000 WheelTug nosewheels from India-based IndiGo Airlines. Other customers include KLM, 60 leases, Malaysian, 85, Fly Dubai, 100, and what Cox calls Ethiopian’s “entire narrow body fleet.”

Free training is included with a WheelTug lease; Cox says it takes 45 minutes to learn on a computer; “The system has only three buttons. In many respects its like driving a golf cart. It’s as simple and stupid a system as possible.”

WheelTug is in the certification process now with the FAA. The company says it should be in service by the end of 2021.

The company will be holding a demonstration of WheelTug on September 15. TestDrive 2020, featuring a 737-800 on loan from Albastar, will take place in Memphis, Tennessee. Those interested in seeing WheelTug in action can register [here](#).

The demo, Cox says, “will show how the aircraft can pirouette on a dime. With WheelTug, the aircraft can spin on its axis—it will increase throughput in tight places like LaGuardia.” The pilot can use WheelTug to move the plane to a gate and turn it around to use both jet bridges. “Tugs cause a lot of damage. Pushback insurance adds costs for the airlines.”

Cox says WheelTug will benefit pilots as well as airlines “Pilots like certainty and control. [The cameras] gives the pilot knowledge they have not had before. They love being able to see under and around the aircraft.”



He adds that pilots hate the pushback from the gate process, adding that the average pushback tractor driver is surprisingly inexperienced, lasting just an average of six months at their jobs in the US. WheelTug says it reduces the pushback process to a reliable 60 seconds from a nerve-wracking 5 to 15 minutes.

Cox originally developed the electric motor while a student at Princeton University. A self-taught inventor who has applied for nearly 100 [patents](#), he was not an engineer at Princeton, but a medieval studies major. “I’m bad at math.”

Photo: Aircraft nose wheel showing WheelTug wheel, camera and lit aircraft indicator.

Patents such as [this](#) held by Cox appear to apply to the concept of WheelTug. “A wheel design with heat management capability is provided for an aircraft landing gear wheel that is specifically configured to maximize the space available within a landing gear wheel well to support a geared motor assembly that drives the aircraft wheel when the aircraft is on the ground.”

WheelTug was founded in 2005. A private company, it has hundreds of investors. The concept has grown so popular, claims Cox, that there’s even a good chance Microsoft Flight Simulator may add WheelTug to future editions.

There are, of course, obstacles to overcome driving towards a WheelTug future. Existing labor contracts might have to be modified if the pilot “drives” a plane on the ground (one reason WheelTug has yet to sign a US customer.)

Cox says an airline executive at a US flag carrier told him “I don’t care how good it is, even if it saves me a million dollars per plane a year, I’m not going to renegotiate my [labor] contracts.”

The duopoly of aircraft manufacturers, Boeing and Airbus, are also not fans. In some cases they actively discourage airlines from trying WheelTug, according to Cox. In addition to “not invented here,” he suggest aircraft manufacturers don’t like WheelTug because they are primarily in the business of selling new planes. “Are airlines going to retire old airplanes first, or new ones that they don’t want to buy?”

By contrast, Cox says, “WheelTug makes old aircraft more efficient by far. It’s good at adding value to the fleet you already have.” With the crunch caused by the pandemic, this may not be a message aircraft manufactures want to hear, as many new aircraft orders have been [cancelled](#)

But for airlines looking for a path to profitability Cox says, “If you make your aircraft fly more you can make more money.”

<https://www.forbes.com/sites/michaelgoldstein/2020/09/11/can-wheeltug-a-driveable-aircraft-nosewheel-save-airlines-money/#2280789feb4b>

How Flu Shots Can Help in the Fight Against Covid-19

By Jane E. Brody/The New York Times



While we anxiously await the development and approval of a safe and effective vaccine against Covid-19, there's another health-sparing and lifesaving vaccine already available to nearly everyone over the age of 6 months.

Yes, that's the flu vaccine, offered as an annual event that not nearly enough people partake in. The excuses are numerous, ranging from "I never get the flu" to "I had the vaccine once and still got the flu."

The latter excuse is especially telling, reflecting a widespread misunderstanding of the nature and effectiveness of influenza vaccines that could carry over to any of the novel coronavirus vaccines that may ultimately reach the American market.

In general, flu vaccines are on average 50 percent effective in preventing infection by the main strains of influenza virus expected to be circulating in the country in the coming flu season, usually November or December to April or May. Flu vaccines are administered annually for two main reasons: 1) flu viruses mutate readily and the mix of viral strains varies from year to year, and 2) even if the viruses don't change significantly, immunity against them gradually wanes and may be all but gone by the next flu season.

Be prepared, folks. A coronavirus vaccine may be no different. "If a vaccine was developed that is 50 percent effective in preventing Covid, it would still be licensed," Michael T. Osterholm, infectious disease specialist at the University of Minnesota, told me. "Of course, we'd like a higher degree of effectiveness, but as with the flu vaccine, 50 percent protection is better than zero. A Covid vaccine probably won't be nearly as effective as the childhood vaccines we're familiar with," Dr. Osterholm said.

Thus, even after being immunized against Covid-19, we may still have to practice social distancing, wear masks in public, wash our hands often and limit indoor gatherings until and unless this too-often lethal virus "disappears," as President Trump once predicted it would. On the plus side, these protective measures against Covid-19 should also help to limit the spread of influenza. Indoors or out, masks can reduce the airborne transmission of both viral diseases, which spread when an infected person coughs, sneezes, talks or sings.

Since we already know that the antibodies people develop following a coronavirus infection seem to wane with time, there's a good chance that any coronavirus vaccine would need to be administered repeatedly, perhaps annually, to provide adequate protection. Unlike the flu, Covid-19 has shown no evidence of having a season. Whether the weather is hot, cold, dry or wet, this coronavirus is highly infectious. But like the flu, it spreads readily from person to person, and can be transmitted even before those infected know they are contagious as well as by those who are infected and don't become noticeably ill.

Never Go Near A Doctor's Office Where The Plants Have Died
Erma Bombeck

Another fact worth noting: the flu vaccine does not and cannot cause the flu. Some people may get a feverish reaction to a flu shot, but that may represent in part the body's effort to muster an immune response. Or, as Dr. Osterholm pointed out, those who get the flu within a few days of being immunized may actually have another respiratory bug or may have already been infected with the flu virus when they got the shot. Flu viruses typically have an incubation period of one to four days before symptoms develop, and it takes about two weeks for the vaccine to become fully protective.

However, even if people do get the flu after being properly immunized, the illness is likely to be significantly less severe. This may also be the case with a coronavirus vaccine.

Experts are currently most worried about a likely confluence this winter of a flu epidemic and a still-raging Covid-19 pandemic, which could easily overwhelm the medical care system and create anew a shortage of hospital beds and personal protective equipment. Pneumonia is a not-uncommon complication of the flu that could add to the burden of hospitalizations needed for people with a life-threatening coronavirus infection.

The experts are also concerned about people who develop the flu and, thinking it could be Covid-19, seek medical care and a test that could inadvertently expose them to this dreaded virus as well as cause a shortage of tests. Both ailments can produce similar symptoms: fever, cough, shortness of breath and fatigue that can be extreme.

Another worrisome possibility is that people who get the flu might be even more susceptible to contracting the coronavirus and to developing severe disease.

Even discounting an increased risk of Covid-19, the complications of flu can be serious. They include bacterial pneumonia, ear infections, sinus infections, and a worsening of chronic medical conditions like asthma, diabetes and congestive heart failure. Others at increased risk of serious flu-related complications include people 65 and older, pregnant women and children younger than five.

So who should be getting a flu shot? Not children younger than 6 months or people with certain medical conditions that may include those with a history of Guillain-Barré syndrome or a prior severe allergic reaction to flu vaccine. However, according to the Centers for Disease Control and Prevention, most people with an egg allergy can safely get a flu shot. The vaccine contains inactivated virus so it is safe for those who should not be immunized with a live virus vaccine. But it's best not to get a flu shot when you are not feeling well.

Some forms of flu vaccine are approved only for use in adults. For example, the recombinant influenza vaccine Flublok Quadrivalent, which does not use viruses grown in eggs, is suitable for those 18 years and older.

For people 65 and older, an inactivated vaccine called Fluzone High-Dose is available and covered by Medicare. It is especially recommended for people living in nursing homes and other long-term care facilities. It contains four times the level of antigen needed to provoke an immune response than is found in standard-dose flu vaccines. According to a study published in *The New England Journal of Medicine*, the high-dose vaccine was 24.2 percent more effective in preventing flu in older adults than the standard-dose vaccine. Another study, published in *The Lancet Respiratory Medicine*, found that the use of the high-dose vaccine reduced the risk of respiratory-related hospitalization among nursing home residents.

In general, October is the ideal time to get a flu shot to help provide protection that lasts throughout the coming season, since the effects may wane with time. Given the pandemic, September might work better this year, but as my doctor told me, the best time to get it is when you can.

Five kinds of health appointments you should consider keeping, despite the pandemic

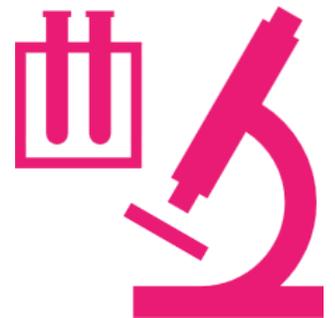
By Linda Searing / Washington Post



Most Americans made a lifestyle U-turn several months ago because of the potential risks posed by the coronavirus pandemic. Activities that once were a given in our day-to-day lives have become less common or have disappeared altogether — such as going out to dinner, taking in a movie or shopping for something other than food. But we've also stopped doing tasks that can affect our health and well-being — such as keeping appointments with doctors, dentists, physical therapists and more. Now that it's clear that the coronavirus waves are going to keep coming, here are five health practices that experts say you might want to reconsider delaying.

Cancer screenings

Perhaps you were due for a mammogram, a colonoscopy or a Pap test but put it off. In fact, health experts from the American Cancer Society, the American Society of Clinical Oncology, the Susan G. Komen organization and more have encouraged Americans to delay routine cancer screenings to minimize everyone's exposure to the coronavirus (and to maintain health-care facilities' needed supplies of masks, gloves and the like).



The response has been significant, according to data from two health-care technology companies.

By mid-April, the number of colonoscopies (to screen for colorectal cancer) had dropped by about 90 percent compared with the previous year, according to Komodo Health, a San Francisco-based company that collects and analyzes health-care data. In addition, according to a report from the Epic Health Research Network, mammograms to screen for breast cancer and Pap tests to screen for cervical cancer each declined by 94 percent in that time, compared with the average for that period in the preceding three years.

Over the short term, health experts generally agree that delaying these screenings is probably okay for most people. But your risks rise as time goes on. If a problem does exist, diagnosis gets delayed, which could mean a poorer prognosis because the cancer has had more time to progress. Treatment options for a more advanced cancer are often fewer and more invasive.

Also keep in mind what the success rate of routine screenings has yielded. For instance, deaths from breast cancer have declined by about 20 percent in the past three decades, attributable to early detection by mammography screening as well as improved treatments, according to an American Cancer Society report. It also notes that, in those three decades, the incidence of cervical cancer, as well as its mortality rate, has decreased by more than 50 percent, with most of the credit for the reduction going to Pap screenings.

However, the head of the National Cancer Institute has warned that Americans' delays in screening, diagnoses and treatment because of the pandemic could lead to as many as 10,000 more deaths from breast and colorectal cancer in the next decade.

United Airlines Pilots Retirement Foundation

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

Dental visits



Dental problems early on — like very small decay in a tooth — rarely have symptoms, so people often aren't aware they have a problem until a dentist examines their teeth, said Chad Gehani, president of the American Dental Association and an endodontist in New York City. Hence the recommended checkups and cleanings every three, six or 12 months, depending on the person's oral health status, "to help spot dental health problems when treatment is effective and more affordable," he said.

With the coronavirus pandemic, though, came guidelines to postpone elective dental care, which kept most patients out of the dental chair for at least several months. For those in the midst of treatment, that delay could become problematic.

For instance, children with braces are usually seen by their orthodontist every five to six weeks for adjustments, Gehani said, but missing appointments and leaving the braces unattended "can cause the teeth to move in a bad way . . . and sometimes cause damage in the root underneath."

People in the midst of having a crown put on a tooth also could face problems if the process was interrupted for very long. If, for example, the temporary crown that was put on the tooth comes off and isn't replaced right away, the existing teeth may "drift" into the area, creating a narrower space and requiring new measurements and a new permanent crown to be fabricated, Gehani said.

"Generally, with any dental procedure, if you start and don't finish it, it will create more of a problem," he said. "The longer time you wait, the more complexity you can generate in the mouth." Where you once needed a simple filling, you might now need a root canal. Or, if you needed a root canal, you could end up with an abscess or maybe lose the tooth altogether.

Physical therapy

Say you sprained an ankle. Or perhaps you had knee-replacement surgery before the pandemic settled in. Or you've developed back or neck pain from working out of your so-called home office. Going to a clinic for hands-on physical therapy or ergonomic advice might not be on your okay-to-do list at the moment. But, said Robert Gillanders, a physical therapist with Point Performance Therapy in Bethesda and a spokesman for the American Physical Therapy Association, "when you treat injuries in the early stages, the outcomes are always better."

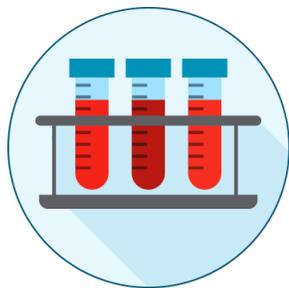


To make sure that still can happen, physical therapists are turning more and more to telehealth, so-called virtual therapy, and have been pleasantly surprised, he said, at how successful it has been.

"I had always joked that you can't do physical therapy remotely, but we've learned through this [pandemic] that we can," Gillanders said. Using FaceTime, special apps designed for doctor-patient interactions, Zoom or similar software, physical therapists can watch, guide and evaluate patients as they walk, squat, balance, lunge or do whatever is needed to progress, all through a virtual appointment. And if you don't have equipment, such as weights, at home, therapists can suggest alternatives; Gillanders said he advised a patient to load up a backpack with laundry detergent and start exercising to get stronger. Whatever works.

Living through the pandemic, he said, has opened more eyes to what's possible through technology. After-work talks or classes on topics such as ergonomics or lower back pain attracted 40 or so people in a heavily urban area and only a handful in suburbia, but they drew 100 log-ins when done via Zoom, Gillanders said. "Now, people are way more open to the idea of doing a virtual class to learn something about a relevant topic than they are to schlepping to a clinic for the class," he said.

Blood tests



Some people get their blood tested far more often than right around their annual physical. For instance, if you've had a blood clot and are taking an anticoagulant such as warfarin to prevent a recurrence, weekly blood tests may be needed to check the level of the drug in your system and possibly change your prescribed dosage.

"If their level is not high enough, there's not enough anticoagulant in their body to prevent a blood clot. That's a big risk," said Alok Khorana, a hematologist and oncologist at the Cleveland Clinic in Ohio and chair of the Medical and Scientific Advisory Board for the National Blood Clot Alliance.

"But if their level is too high, they have a risk of bleeding." Between clotting and bleeding, he said, "we're walking a very fine line."

Nonetheless, anxiety about possible coronavirus exposure at a hospital or clinic has led some patients to miss their blood test check-ins, Khorana said. The ultimate downside? "There's no real workaround," he said. The testing needs to be done at a lab.

However, "most health institutions in the United States have been very aggressive in ensuring appropriate masking and social distancing by employees and patients . . . [and] are as safe as they can possibly be," he said. Be cautious, yes, but "don't jeopardize your own health" by skipping needed blood tests, he said.

Emergency room visits

If, fearful of contracting the coronavirus, you have held back from seeking emergency care during the pandemic, you're not alone. ER visits nationwide declined by 42 percent during a four-week period from late March to late April, compared with the same time period a year ago, according to a [report by the Centers for Disease Control and Prevention](#). That meant nearly a million fewer ER visits a week, described as "a striking decline" by the CDC. Patient volume picked up a bit by late May but was still 26 percent lower than in the preceding year.



The number of ER visits attributed to coronavirus-like symptoms increased significantly during the time periods the CDC report examined, but visits for a host of other reasons that people typically go to the emergency room — abdominal pain, musculoskeletal pain, sprains and strains, superficial injuries and more — all declined.

So did visits from people with chest pain or other symptoms of a heart attack, which the CDC says suggests "that some persons could be delaying care for conditions that might result in additional mortality if left untreated." [In a follow-up report](#), the CDC noted that 23 percent fewer people went to the ER for a heart attack and 20 percent fewer were treated for a stroke from mid-March to mid-May, compared with the preceding 10 weeks. Large hospital systems also admitted up to 50 percent fewer patients because of heart attacks and 39 percent fewer patients for stroke, according to CDC data.

The American Heart Association, noting that the pandemic will not stop heart attacks and strokes from happening, responded with a new public awareness campaign called "[Don't Die in Doubt](#)." It stresses that a hospital is the safest place to be if you have a medical emergency, even during the pandemic.



What to do?

**What
Do I Do
Now**



Of course, there are plenty more things that people haven't been doing because of a hesitancy about safety, because of a lack of money from having been furloughed or laid off, or for a host of other reasons — and all could have health and wellness consequences.

Not going to the gym? Eating more fast food from the easily accessible drive-through? Weight gain and loss of muscular and cardio fitness could make you more vulnerable to a range of health problems.

Not taking your youngster to get standard childhood vaccines? If hordes of people do that, a resurgence of measles could result.

Just remember: Everyone is different, and there is no single standard for which appointments are okay to delay, and which are not. Balance the risks and benefits and discuss them with your doctors. Your health and wellness are at stake.

"In pursuit of the right answers, one must begin by asking the right questions."

— Dr. Elroy Vojdani

Obesity May Be Bad for Your Brain

By Nicholas Bakalar/The New York Times



Obesity is associated with reduced blood flow to the brain, a new study has found, and this may help explain why obesity is associated with an increased risk for Alzheimer's disease.

Researchers did brain scans on 17,721 men and women, average age 41, tracking blood flow in 128 regions of the brain. They classified the participants into weight categories: underweight (a body mass index less than 18), normal (18.5 to 24.9) overweight (24.9 to 29.9), obese (B.M.I. greater than 30), and morbidly obese

(B.M.I. of 40 or higher).

They found that the higher the B.M.I., the lower the blood flow to five regions of the brain that are especially vulnerable in Alzheimer's disease: the temporal lobes, the parietal lobes, the hippocampus, the posterior cingulate and the precuneus. The study is in the *Journal of Alzheimer's Disease*.

The link between B.M.I. and blood flow persisted even after controlling for bipolar disorder, anxiety disorder, traumatic brain injury, alcohol use disorder and other factors that can affect blood flow in the brain. The association of B.M.I. with brain blood perfusion was evident even in younger members of the group.

"Weight hurts the brain," said the lead author, Dr. Daniel G. Amen, founder of Amen Clinics. "I want people to care enough about their brains that they will work to get their bodies healthy."

In lowering the risk for Alzheimer's disease, he added, "you have way more control than you may think."

Dizziness Upon Standing: A Warning Sign

By Jane E. Brody/The New York Times



Orthostatic hypotension — to many people those are unfamiliar words for a relatively common but often unrecognized medical problem that can have devastating consequences, especially for older adults. It refers to a brief but precipitous drop in blood pressure that causes lightheadedness or dizziness when standing up after lying down or sitting, and sometimes even after standing, for a prolonged period.

The problem is likely to be familiar to people of all ages who may have been confined to bed for a long time by an injury, illness or surgery. It also often occurs during pregnancy. But middle-aged and older adults are most frequently affected.

A significant number of falls and fractures, particularly among the elderly, are likely to result from orthostatic hypotension — literally, low blood pressure upon standing. Many an older person has fallen and broken a hip when getting out of bed in the morning or during the night to use the bathroom, precipitating a decline in health and loss of independence as a result of this blood pressure failure.

Orthostatic hypotension is also a risk factor for strokes and heart attacks and even motor vehicle accidents. It can be an early warning sign of a serious underlying cardiovascular or neurological disorder, like a heart valve problem, the course of which might be altered if detected soon enough. But as one team of specialists noted, although orthostatic hypotension is a “highly prevalent” disorder, it is “frequently unrecognized until late in the clinical course.”

Under normal circumstances, when we stand up, gravity temporarily causes blood to pool in the lower half of the body; then, within 20 or 30 seconds, receptors in the heart and carotid arteries in the neck trigger a compensating mechanism called the baroreflex that raises the heart rate and constricts blood vessels to increase blood pressure and provide the brain with an adequate supply of blood.

In people with orthostatic hypotension, this reflex mechanism is delayed or insufficient, resulting in such symptoms as lightheadedness, dizziness, palpitations, blurred vision, weakness, confusion or fainting. The disorder is officially defined as a drop in systolic blood pressure (the top number) of 20 or more millimeters of mercury or a drop of 10 or more in diastolic pressure (the bottom number) within three minutes of standing upright.

However, a study of 11,429 middle-aged adults followed for up to 23 years found that blood pressure measurements taken within one minute of standing were even more strongly related to dizziness, falls, fractures, motor vehicle accidents and death than recordings done after three minutes.

“Some patients recover and you may miss the problem when you wait three minutes to measure blood pressure,” said Dr. Stephen P. Juraschek, internist at Beth Israel Deaconess Medical Center in Boston and assistant professor of medicine at Harvard Medical School, who directed the study. He said that while orthostatic hypotension is commonly regarded as a neurological problem, “it’s associated with a lot of subclinical cardiovascular pathology, which is probably the largest contributor.”

On the other hand, symptoms of orthostatic hypotension are sometimes delayed, showing up beyond three minutes of standing up. In a 10-year study, Dr. Christopher H. Gibbons and Dr. Roy Freeman, neurologists at Beth Israel Deaconess Medical Center, found that this milder delayed form progresses over time and is associated with the development of diabetes, neurological disorders and increased mortality.

In an interview, Dr. Gibbons said orthostatic hypotension can be “a presymptomatic sign of Parkinson’s disease, dementia and other disorders of the autonomic nervous system” for which drug treatments are now being studied in hopes of slowing down their progression.

Orthostatic hypotension can also have a less ominous occasional cause like becoming dehydrated or overheated. Or it may be precipitated by a drop in blood sugar or eating a big meal, especially one accompanied by alcohol. But if a heart condition, neurological or endocrine disorder is the underlying cause, orthostatic hypotension is likely to occur more frequently.

Certain medications, including those used to treat high blood pressure, depression, psychosis, erectile dysfunction, Parkinson’s disease, urinary frequency in men and muscle spasms, can increase the risk of a precipitous drop in blood pressure when standing up. For example, Dr. Gibbons said, diuretics used to treat high blood pressure can be “problematic” and might be replaced by medications less likely to cause a drop in blood volume that limits the body’s ability to adjust to standing.

Dr. Lewis A. Lipsitz, geriatrician and director of the Marcus Institute for Aging Research in Boston, said people with especially high blood pressure are more susceptible to orthostatic hypotension because hypertension impairs the heart’s ability to pump blood, thickens blood vessels that then can’t constrict and impairs kidney function. “The higher you are, the harder you fall,” he said.

“Most doctors don’t screen for orthostatic hypotension unless patients complain of dizziness or lightheadedness when standing,” Dr. Juraschek said. But the American Diabetes Association recommends screening because neurological damage caused by diabetes is a common risk factor. Although a large community-based study found that 5 percent of middle-aged people had orthostatic hypotension, the disorder has been shown to affect 25 percent to 30 percent of those with diabetes.



And in a joint statement, the American Heart Association and American College of Cardiology recommended screening for orthostatic hypotension before and after starting patients on medication to lower blood pressure. People being treated with potent medications to lower blood pressure are especially at risk.

Dr. Lipsitz said, “Every patient on medication to lower blood pressure should be checked periodically for orthostatic hypotension during routine office visits.” He suggested that patients lie down for three to five minutes, then have repeated blood pressure checks done, in the first 20 to 30 seconds, after one minute and again after three minutes of standing up.

He explained that when a person stands up “a half-quart of blood pools in the legs and belly,” but in older people, the increase in heart rate and blood vessel constriction needed to compensate is less effective.

Recommended treatments include wearing compression stockings and an abdominal binder (a girdle) to reduce the pooling of blood upon standing. If dehydration is a factor, Dr. Lipsitz said, that “is easily fixed just by drinking more.” Too many older people restrict their fluid intake to limit their need to use the toilet.

Also helpful is avoiding prolonged or motionless standing, hot baths or showers, alcohol and carbohydrate-heavy meals. One of the most effective strategies to combat orthostatic hypotension is regular physical exercise. Improving muscle tone in the lower half of the body can counter pooling of blood upon standing that temporarily shortchanges the brain and leaves people feeling woozy and even faint.



LETTERS

Ray Bowman - Littleton CO

It all started in 1956 when I joined the Washington Air Guard. Then, after high school I went to Keesler AFB for aircraft radio repairman school. While there, I went to Gulfport airport where the flying club for Keesler was based. Got my private pilot certificate and learned how to ground loop a Cessna 140 without wetting my pants.

Did two years of college at Washington State Univ. (nee College) and happened to run into a recruiter that talked me into leaving the college and going to Harlingen AFB for Navigator training. Graduated from that and then to Keesler again for Electronic warfare school. Got finished with that and selected Grand Forks AFB.

Did four great years up there. Learned a lot. Our crew got to go out to the Matagorda test range and launch a Hound Dog. (AGM 28). Yes, it was cold up there but the bars were all warm.

I read an advert in Flying magazine that United was hiring. My radar nav. suggested that I apply, since I had finished my commercial and instrument licenses. I was sure that UAL would not have anything to do with me, but apparently, they had a need, and were at the bottom of the barrel and hired me. Came to work in March of 1965 had to retire in 1998 due to the age 60 rule. But in the meantime, met a lot of really neat folks. And I miss a lot of them, but some of them can just go away. Never flew a four engine plane in revenue service for UAL, Caravelle, B-727, DC-10, and the B-777. Thanks to all the great first and second officers that kept me out of trouble.

Right now, I am enjoying retirement in good health. Keeping busy with a garden railway, substitute teaching in our local middle schools and the nine grandkids which now are charged with keeping me out of trouble.

Ray Bowman

Tom Helms

The mention of the United Airlines "Taupe" uniform brought back a memory I had many years ago.

I was an Eastern Airlines B727 Captain loading up at Fort Myers. This was BJ, before Jetways. At the bottom of the stairs was a forlorn, sad looking senior United Captain in full "rust colored" uniform including hat and jacket.

About that time the agent came up and said every seat was filled and the UAL Captain didn't have a seat. I told the agent to send him up to the cockpit. He came up and asked "can I really ride to ORD up here? I said "If you really want to get to ORD welcome aboard!" Shortly thereafter my very best friend, Bob Shipner, was made EAL Chief Pilot at ORD and he directed the office staff to give a Jump Seat Pass to any airline pilot who walked in and requested one. Bob went on to become Vice President of Flight Operations.

The "Taupe" uniform didn't last long but the Jumpseat access is wildly popular.

Tom Helms
ORD SFO

Dave Witter

I just got my July, 2020 RUPANEWS. I thought you might include this link for the members to enjoy. <https://spotthestation.nasa.gov/>

You may be aware of the above website. Anyone can sign up for free. I get an email mail or txt notification every time the ISS passes over my house.

You can't miss it, because it is as bright as the planet Venus.

I normally set my iPhone alarm 3 minutes before the posted time. When it goes off and step outside and wave.

Best Wishes, Thanks for your dedication to your fellow airmen.

Here's a sample message:

Subject: SpotTheStation

Time: Fri Sep 18 7:47 PM, Visible 6 min, Max Height: 73 degrees, Appears SW, Disappears NE.

Dave Witter 777 Capt. SFOFO Ret

Bernald (BS) Smith

Hi everyone, I've been self-quarantined since end of February - UGH, going to a store for food only 4 times since then, with food otherwise delivered occasionally.

Of the 25 places I was flying to planned for this year, I went on one in Feb and canceled the flying for everything else since the meetings were canceled, rescheduled or went virtual (no wonder UA:s hurting; I never use passes, only FC/BC).

Since I like to cruise, I have really missed the RUPA cruises on Holland America. I also miss the ones I did on Regent Seven Seas Cruises (rssc.com). I had the largest Suite in the world on a cruise ship, the Regent Suite (4443 sq ft).

It was on the Regent Explorer, a very nice-sized 375 cabin, 750 passenger ship with only shipside suites all with balconies, granted very much more expensive than the big multi-thousand passenger ships, especially one of many these days.

Thinking there will be a vaccine available that she and I can be safely vaccinated with, a longtime friend who's also a glider pilot and I have received confirmation of my deposit for that Suite for 19 days from Vancouver, BC to Tokyo Japan leaving 22 Sep 21. If no vaccination - no go, with a future cruise credit!

She's also a world traveler still working at age 73 for governments, organizations and institutions consulting on empowering women.

At over 4000 sq ft, our suite has lots of room for parties if any RUPARIANS are inclined; it's booking very fast! I use RUPA's cruise agent Jerry Poulin <gpsp@aol.com>. 508 829 3068.



Not to scale

Oct. 2020 RUPANEWS



I hope they'll be letting USAers into Canada by then - this is our Itinerary:

Vancouver, BC;

Inside Passage;

Ketchikan, AK;

Icy Strait (Hoonah), AK;

Cruising Hubbard Glacier, AK;

Seward, AK;

Kodiak, AK;

Dutch Harbor, AK;

Petropavlovsk, Russia;

Hakodate, Sendai, Hitachinaka, and Tokyo, all Japan; with some days of cruising the Pacific interspersed between stops.

All fares INCLUDE: 2-for-1 All-Inclusive Fares, Business Class Air on All Intercontinental Flights, Roundtrip Air on Domestic Flights, both with Transfers Between Airport and Ship, Pre- or Post-Cruise Land Program, Unlimited Shore Excursions, Unlimited Beverages Including Fine Wines and Premium Spirits, Open Bars and Lounges Plus In-Suite Mini-Bar Replenished Daily, Pre-Paid Gratuities, Specialty Restaurants, and Unlimited WiFi.

If I can keep living that long, (when you're 93 that that does occur) maybe I'll see some of you there!

Bernald, known as BS, Smith

SEA/SFO/LAX/SFO/TK/SFOTK/SFO/SEA/
SFO/LAX/SFO

DC3/6/7/8/10 CV340,B727/737/747/767



Jim Burrill - Wooster, OH

Wow, just finished the August issue of RUPA and I was amazed at the number of great articles.

A big thanks to the RUPA members who put this magazine out every month!

As I was reading "The Power of One Push-Up" and after the paragraph on walking, I was congratulating my self, as an 85 year- old "athlete", who can walk several miles every day and do it in less then twenty minutes per mile. woo hoo! But on reading further and I got to the paragraph on push-ups. Hey no problem.

I dropped to the floor and suddenly found that I could not do one push-up! It is obvious I will die from sudden cardiac arrest!

In the past year my wife and I have been doing a bit of travel. We toured the Canadian Rockies. Beautiful.

With friends, we spent a week in St. Thomas staying in a Villa with a great view of the water. The roads are unbelievable. Hardly a car without some body damage.

That was just before Covid-19. Thank goodness we were home by then.

We have been able to amuse ourselves reading, looking after our perennial gardens, keeping bird feeders full, writing weekly notes to our two Hospice patients. We still cannot visit with them.

Checking out new cars. Bought one. Eating out at safe restaurants, sight seeing by car and walking the nature trails in our area.

Like everyone else, we are amazed how time flies. 25 years since parking the 757/767 and completing 40 years of flying with great people, old world war II aero planes to flying boats, to glass cockpits and even more special, the World War II pilots I flew with in RCAF and later with United. Special people all.

Thank God that all of our family, down to the great grand kids are healthy and only one been shoved to the unemployment line and is looking forward to getting back soon.

Jim Burrill

RCAF 55-67

UAL 67-95 EWR, LAX, CLE, LAX, ORD

Don & Vicki Weber -

Retired in October 1996 & I can account of much of my time & activities since then. That being said, I have absolutely no idea what has been going on this past year. The difference between being retired & staying isolated, away from the virus is just about the same.

Vicki & I are both doing great & pretty much staying safe. We had to cancel a cruise this past August but the cruise line canceled it first. That included airfare from Seattle to Boston. I suppose the money is in a "holding tank" somewhere but that like the airfare, has yet to be seen. With nothing going on & being retired, its easy to stay isolated & safe,

Sorry to hear about the passing of **Milt Jines**. I never flew with him but he had my respect. Many years ago, while on a layover in San Francisco, I read in the morning paper, the following headline; "United Captain brakes for snake". Yes, Milt refused to taxi a 737 over a large snake which decided to rest on the taxi way in front of him. He immediately had my respect & it told a lot about what kind of person Milt was.

Our next adventure out is not until October 2021. Its another cruise & hopefully all will be well by then.

Annual physical in September & they all now include screening for dementia. First question usually is "What day is this" followed by drawing a clock face. Oh well, its all part of being 84.

Mike Ray & I served together, many years on the USS Hornet. I have long admired his ability to draw, not only cartoons, but some really touching stuff. Mike will know what I mean. It was a sad day on the Hornet.

For all Vicki's Flight Attendant friends, she sends her best. We feel blessed to be safe, healthy & happy.

Don Weber



Bob & Kathy Lynch - Roseville, CA

Postage paid online. I'm a little late again this year but better late than never.

25 years this year since setting the parking brake for the last time. **Kathy** and I are thankful to still be enjoying reasonably good health and enjoying life.

Only real issue for me this year is something called Acute Lumbosacral Plexopathy. It's a rare nerve disorder that caused my right leg to become paralyzed with a loss of feeling below the knee. Long story that took **Kathy** and I to Mayo Clinic (Rochester, MN) in Feb for a week and a half of tests. After returning home and following their instructions, I can now put full weight on my right leg and am waiting to start PT to learn to walk again. Mostly work on strength training and balance. Sitting in a wheel chair for over a year ruins both.

Kathy is still bothered by the "leftovers" from her broken ankle more than a year ago. She can walk just fine but has residual pain.

Of course, like most of us, we're staying close to home and trying to avoid the Covid 19 bug. So far, so good.

Hope everyone has gotten the new Shingles shots. Two shots of the new Shingrix preventative vaccine is very effective in preventing an outbreak of the shingles infection. I highly recommend to everyone over age 50 to have this vaccination, whether or not you have already had a shingles outbreak. Trust me, you DON'T want to get this one.

We are both really enjoying **Kathy's** time at home after she retired a couple of years ago. No big plans or trips. Just enjoying the time together and all the friends and family here and in the Bay Area. Really happy now that we did most of our world traveling a few years ago rather than waiting until now with all the current travel problems and Covid 19.

Our kids are all healthy and busy doing their own things. Our son, **Ron** (Delta 37 Capt.) has been at home now since about March. Delta offered a 75% pay option to stay home so he jumped on it. When he goes back he's thinking of taking a 57/67 Capt. bid. Delta just opened a ton of those bids in LAX which is perfect for him.

We are all hoping that a good Covid vaccine comes along soon so we can return to our monthly RUPA luncheons. We miss seeing all our gang here in SAC.

Well, that's it for this year. We feel very lucky to have such great family and friends. We are blessed & thankful for our good health and good fortune.

Again, my thanks to all of you who volunteer your time in getting the RUPA News out to the rest of us. And, a special thanks to John Gorczyca for keeping us up to date with all the happenings around RUPA and United.

Good luck and good health to all of you during the next year. Best regards –

Bob & Kathy

John Anderson

The Taupe uniform story brought back memories. That uniform was the last one I wore. (retired 1985).

The brochure didn't do justice to nice striped short sleeve shirt and didn't mention the vest. Also, the coat was a brown all-weather with a liner.

John



IN MEMORIAM

Remembering RUPA Members who have Flown West

Frederick Neil Hodge 1934-2020



Frederick Neil Hodge, 86, died August 28, 2020, in Oak Brook, IL following a lengthy illness.

Fred will be lovingly remembered by his wife of 61 years, Janet (Klingler) Hodge; daughters Jennifer Hodge Jerzyk (Greg), Lisa

(Hodge) Knowles (Mark), Carla (Hodge) Trupp, grandchildren Laura (Jerzyk) Rodgers (Quinn), Emma Jerzyk, Madelyn Knowles, Erik Knowles, G Trupp, Daniel Trupp, Della Trupp, his sisters; Carol (Hodge) Bourne, Sue (Hodge) Merrigan (Tom), and many close friends.

Fred Hodge was born on June 10, 1934, in the farmhouse of his mother's family farm in Pinconning, Michigan.

His childhood was spent in the Allegan State Forest where his father was a forester for the State of Michigan Department of Natural Resources. He developed a love of nature and strong sense of direction and purpose that would serve him well throughout his life.

As a youngster, his family moved to the city, and he was allowed to ride his motorbike from East Lansing to Pinconning where he spent summers helping on his grandparents' farm. There, he was tasked with an array of farm chores, from picking quarts of strawberries and bushels of cucumbers to reducing an overly abundant population of barn sparrows. He became an excellent shot by hunting fowl and enjoyed fly fishing, especially for salmon on the Kenai River in Alaska, having spent time outdoors throughout his adult life.

As a teenager, Fred was a member of the East Lansing, Michigan chapter of DeMolay and achieved the highest degree for service.

He earned a BS in Hotel Management from Michigan State University in 1956 where he lettered with the Rifle Team, and was a member of Theta Chi Fraternity. He spent two

summers during college working at a Brown's Lake Resort in Wisconsin, manning their front desk where he met the love of his life, Janet Ann Klingler. They were engaged in March of 1957 at the chapel on Webb Air Force Base in Big Spring, Texas, and married in Donnellson, Iowa, on October 4th, 1958. They honeymooned in the Ozarks, fishing, of course. Fred was drafted and served in the United States Air Force for two years, as a First Lieutenant on Andrews Air Force Base (now Joint Base Andrews Naval Air Facility) outside of Washington, DC. He trained as a pilot on a T-34 and flew hundreds of flights across the country in peacetime, training WWII pilots to fly T-33 jets. He flew the last five B-25 planes used in WWII to their boneyard in Davis-Monthan Air Force Base in Tucson, Arizona.

His first job after military service was managing the front desk at the Benson Hotel in Portland, Oregon. Later, he managed Alderbrook Inn on the Hood Canal in Washington State until his wife spotted a job advertisement for commercial airline pilots in the local paper.

He began work for United Airlines as a second officer on November 2, 1964, and following flight school in Denver, Colorado, the family relocated to Elmhurst, Illinois. For 30 years he flew over 13,500 flight hours beginning in the DC-6 and Vickers Viscount prop plane to his final commercial flight from San Francisco to Chicago in a Boeing 747 jumbo jet on June 10, 1994.

During the last three years of his commercial airline career he flew as Captain on the Boeing 747 based in Honolulu, Hawai'i, although he continued to live in the Chicago area. In 1994, the United Boeing 727 airplane, which he flew in service, was installed at the Museum of Science and Industry in Chicago. He volunteered as a docent at the exhibit, giving first-hand accounts of many flights for the next 25 years.

In the early '80s he purchased the small business *Roy-L Rentals*. He also purchased a property on North Avenue in Villa Park, Illinois, where he oversaw construction of a large commercial building into which he moved the business. He grew the business to include truck rental and 1,001 tools that he always wanted to own. The business employed many friends and family over the years. He also

invested in other commercial real estate around Chicago, and along with a friend, Duane Stevenson, converted the Stonegate Terrace apartments in Elmhurst to condominiums in the mid '70s.

Throughout his life, Fred was active in the Boy Scouts of America, now Scouts BSA, earning the rank of Eagle in 1952. In retirement, he taught thousands of Scouts and youth to fly fish, served on the committee that created the Boy Scouts Fly Fishing Merit Badge, and became the 23rd person to receive the Certified Angler Instructor from the BSA. He received the Distinguished Service Award from the BSA Fishing Committee in 2015. He attended his first Boy Scout Jamboree in Valley Forge, PA, in 1950. He led a Boy Scout troop as the Scout Master at Grace Lutheran Church in Bensenville, IL, between 1966-68. He taught fly fishing at the BSA National Jamborees in 2005, 2010, 2013, and 2017 at the newly opened Summit Bechtel Reserve National Scouting Center in West Virginia.

He received the Silver Beaver Award in 2017 from the Three Fires Council of Illinois. He was an active member of DuPage River Fly Tiers (DRIFT) and Trout Unlimited for over 25 years including teaching veterans to fly fish through the 'Project Healing Waters'. He received Trout Unlimited's Youth Education service award in 2010, and a Lifetime Achievement Award from Oak Brook Trout Unlimited. He was frequently sought out for fly specimen recommendations for waters in various parts of the United States.

Fred became a Master Mason in 1957, rose to 32nd Degree and became a Shriner. He volunteered with the Aviator Group of the Medinah Shriners who flew pediatric burn victims for treatment to specialized burn centers, free of charge. He was a member of the Elmhurst Rotary Club.

He was an active member at the First United Methodist Church in Elmhurst for over 55 years, serving in many roles including Chairman of the Endowment Committee.

Fred led his family on many travel adventures while their girls were growing up, from backpacking in the Olympic National Forest and Estes Park in Colorado, house boating in the San Juan Islands, to global air trips. All three daughters credit their adventurous spirits to these fun-filled family travels. In addition, he

was host dad to three international students, Heloisa de Arruda Cuha, from Brazil, Seija Ottama, from Finland, and Ana Maria Miro, from Venezuela.

He and his wife traveled often throughout their lives, visiting over 33 countries and six continents. However, their favorite destination, where friends and family joined them regularly, was their vacation home on Kaua'i.

A memorial service was held on September 12th at the First United Methodist Church of Elmhurst. Gifts in his memory may be made to Trout Unlimited Oak Brook Chapter Youth Scholarships, the Endowment Fund at the First United Methodist Church of Elmhurst, and Three Fires Council Boy Scouts of America.

Howard Eugene Holder



On May 2, 2020, Howard Eugene Holder passed away in his home, with his loving daughters by his side. In 2013, Howard lost Sandra Katheryne (Iles) Holder, beloved wife of 57 years. His parents, Connie E. Holder and Ola

M. (Gentry) Holder of Andrews, NC, also predeceased Howard.

Born on May 12, 1931 in Murphy, NC, Howard lived his early years in the Smoky Mountain Region with his three siblings.

He graduated from Andrews High School and attended Duke University on a Navy ROTC scholarship. Howard realized his boyhood dream of flying by attending Naval Flight School in Pensacola.

While visiting Columbus, OH for an OSU/Duke football game in 1955, Howard met his sister's new roommate, an R.N. at Grant Hospital, named Sandra Iles. She became the love of his life.

The right word, in the right place, at the right time, can calm and heal.

After marrying the following July, Howard was based in Atlantic City. The couple then moved to Washington DC, where Howard went to work for the short-lived Capitol Air. Howard returned to school in Raleigh, NC, where his first child, Beth, was born. Howard rejoined the Navy, and off they sailed to Barber's Point N.S., Oahu in 1960. He flew to many South Pacific and Asian islands, saw President Kennedy land in Hawaii, and thoroughly enjoyed "the Hawaiian years" with his young family.

Howard and Sandra visited the Seattle World's Fair in 1962. Struck by the beauty of the Puget Sound area, they chose later to make their home in the Dash Point community.

Howard started work for United Airlines, where he spent his career as a pilot, based out of SEA and later, SFO.

In 1965, Jenny was born, and the family built their lives around the Browns Point United Methodist Church.

Howard's love for camping and skiing trips, the cabin at Huckle-Chuck, church camp at Ocean Park, cards and games, numerous adored pets, and visits with friends and family helped to create many wonderful memories.

In 1977, Howard and Sandra found their beloved home in Browns Point, where they lived out their lives.

Howard knew how to enjoy his off hours, and taught himself to ski in the 1960's at Crystal Mountain. He skied all over the world until he reached his late seventies. Howard climbed Mt. Rainier and Mt. St. Helens in the 1970's; and he kayaked or rafted on most of the Pacific Northwest rivers, and several across the U.S.

He was also an early windsurfer, a Hobie Cat sailor, and a paddle boarder until his eighties. Howard was a college basketball fan, and attended many Final Four games. He traveled to every continent and said his favorite trips were to Kenya, Tanzania, and Antarctica.

He loved animals and respected nature; he was a lifelong environmentalist. He marked the seasons by the type of birds present outside his beachfront home.

Howard quietly showed his love and respect for all people, whether it was through volunteering, being active in his labor union, leading river trips, or hosting numerous picnics and beach gatherings. He was a voracious reader and a lifelong learner who always supported education and libraries.

Howard belonged to ALPA, the Mountaineers, Washington Kayak Club, Puget Sound Paddle Club, Tacoma Astronomical Society, and the Retired United Pilots Association. In his early years, he served as a volunteer fireman in Dash Point, and after retirement, he volunteered many years with Habitat for Humanity, and the Museum of Flight (B-29 Crew). Left to grieve are his daughters, Beth (Dave) Wilson and Jenny Holder, his grandchildren David Wilson and Katie (Igor Karpov) Wilson, and his great grandchildren Nora and Nikita. He loved his siblings and their families, and is survived by his sisters Melba Kabelka (OH) and Doris Cole (FL), and his brother, Joe Holder (NC).

Howard was an adventuresome and curious boy, a loving husband, and an amazing father, who built the best swings, kites, and campfires.

All who met him knew a kind and generous man who loved to laugh. We will always remember his quiet humor and stories, his protective presence and knowledge, and his appreciation for desserts in all forms, but most especially, chocolate.

A memorial service will be held later. In lieu of flowers, gifts in honor of Howard may be made to Browns Point UMC or Habitat for Humanity.



CHARLES "ROCK" ANDERSON

MAY 3, 1939 - JUNE 19, 2020



Scottsdale – Charles Rockne Anderson, 81, of Scottsdale, passed away June 19, 2020. Rock was the beloved husband of Linda Anderson for over 44 years.

Born in Cottonwood, AZ, the son of Charles Vernon and Vivian Anderson.

At an early age, Rock learned responsibility, independence, and a strong work ethic. At 8 years old he started his first business venture selling crawdads so that he could purchase a Mickey Mouse watch. At 12, he started an annual summer venture of packing cantaloupes into railroad cars as a "fruit tramp" so that he could buy a '57 Chevy Belaire. He continued this job through college.

Rock attended Yuma High where he started his football career as a "Criminal". He was offered 160 football scholarships and accepted a full ride scholarship to ASU as an offensive fullback and defensive tackle under Frank Cush. He was a proud member of the team that opened the current ASU stadium and participated in 1 of 2 seasons where the ASU Sun Devils were undefeated.

After graduating with a degree in Economics, Rock was commissioned as a second lieutenant into the US Navy as an aviator. He flew the A4 and S2, where he flew off the aircraft carrier Hornet on two cruises during the Vietnam War. Rock was a man of deep principle. He served as one of two mission planners, taking 2 to 1 combat vs. non-combat missions to ensure his squadron knew he was putting himself more at risk.

Rules of engagement during his deployment required obtaining permission before engaging an enemy, even when being fired upon. During a mission he was fired upon and returned fire destroying the skiff. But upon returning to the ship he was called into the Admiral Strike Commander and reprimanded for lack of permission to return fire. His response was removing his wings and throwing them on the desk stating, "With all due respect sir, if I am unable to defend myself I no longer want to be part of this 'chicken shit outfit'".

Due to this interaction he was promoted and immediately demoted however, the "rules of engagement" for his deployment were changed.

After serving four years in the military, Rock pursued his dream of being a professional airline pilot and was offered a position with United Airlines where he was known as Sky King. He began his career flying the Caravelle, followed by the DC8, the 727, 737, A319, A320 and ended his career flying the 757/767 as Captain. During his tenure as United he worked as a Training Check Airman at the United training center in Denver, CO, retiring after 32 years in 1999.

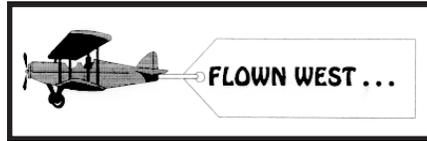
In retirement, he loved to travel with friends and family in the USA and abroad enjoying life and playing golf where he assisted with the International Golf Association. He was involved with the ASU alumni association to raise college scholarship money in the Arizona White Mountains.

Rock will be greatly missed by his family and friends: His wife Linda Anderson; sister LaVerne Gilliam. Children: daughter Tamara Giudice, son Charles Tyler Anderson, twin daughters Heather Valarino and Bright Anderson, and their spouses: Jimmy Gilliam, John Giudice, Dannette Lira-Anderson, and James Valarino. Grandchildren: Wesley Giudice and wife Ashlee Giudice, Kristen Rumley, Mason Giudice, Samantha Giudice, Roman Valerino, DeHao Anderson and great grandson Owen Giudice.

Rock was a man of action with a passion for life and profound sense of duty. Living his life to the fullest attaining his dreams. He was a man of deep conviction, loving the Lord with all his heart, providing for his family and being a friend in the truest sense. He will be missed by all who knew him.

Dad, we miss you already and love you so very much. We celebrate your life and your next adventure. Take it easy on the stories with Jesus... He's a busy man and you have eternity to tell him your stories.

ASU and Fox News' biggest fan will be missed. Let your heart not be troubled, Sean Hannity.



Remembering United Pilots who have flown west

Howard Eugene Holder	May 2, 2020
Charles “Rock” Anderson	June 19, 2020
Frederick Neil Hodge	August 28, 2020
Art Powers	September 4, 2020
Mark Gilkey	September 8, 2020

**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



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—randvryan40@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 Wingers (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

JAX Area: Florida First Coasters (1st Tues. 1300 hrs)—*Loc TBD*—Guests Welcome, Jim Peterson 970-201-6149
N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC*—386-760-9736
Sarasota Sunsetters (2nd Tuesday, Jan, Mar, May, Sep, Nov)—*Geckos Bar & Grill*—941-807-6727
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 Janet Ishikawa, 808-779-7400)—*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) — **TBD**
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*—psofman@gmail.com

Ohio

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

Oregon

Oregon Coasters (1st Wednesday, 12:00)—Call for monthly restaurant in Florence, Larry 541-999-1979
The Columbia River Geezers (2nd Tuesday 11:00)—*California Pizza Kitchen, Clackamas Town Center* 503-659-0760
Call Steve Barry, 503-679-9951
The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville*—541-245-6896

Texas

Houston Tex Mix (1st Tuesday, 12:00) Broken Egg Café , Shenandoah, TX

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

October, 2020 Edition

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Gauge: It is your birthday.

From:



To:



by John Davis
SFO



by Victor Gutierrez
IAH

