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# rupanews



**Journal of the Retired United Pilots Association**



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— OFFICERS —

President Emeritus: The late Captain George Howson

President: John Gorczyca..... 916-941-0614.....rupapres@rupa.org
Vice President: Don Wolfe..... 530-823-7551.....rupavp@rupa.org
Sec/Treas: John Rains..... 802-989-8828.....rupasectr@rupa.org
Membership Larry Whyman..... 707-996-9312.....rupamembership@rupa.org

— BOARD OF DIRECTORS —

President — John Gorczyca, Vice President — Don Wolfe, Secretary Treasurer — John Rains,
Rich Bouska, Phyllis Cleveland, George Cox, Cort de Peyster, Bob Engelman,
Jonathan Rowbottom, Bill Smith, Cleve Spring

— COMMITTEE CHAIRMEN —

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

— AREA REPRESENTATIVES —

Arizona

Tucson Toros...Randy Ryan..... randyryan40@msn.com

California

Dana Point...Joe Udovch..... jjudovch@yahoo.com
LAX South Bay...Sharon Crawford..... captaincrawford@verizon.net
Monterey Peninsula...Phyllis Cleveland..... one747czi@redshift.com
SAC Valley Gold Wings...John Gorczyca..... jsgorczyca@gmail.com
San Diego Co...Mark Mayer..... mark777mayer@gmail.com
SFO Bay-Siders...
SFO North Bay...Bob Donegan..... fatherdon@aol.com
SFO East Bay Ruparians...Neil Dahlstrom..... 4tamdahl@sbcglobal.net
Rich Bouska..... rbouska1@comcast.net
The FAT Flyers...Paul Nibur..... p.nibur@outlook.com
Thousand Oaks... TBD

Colorado

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

Florida

JAX: Florida First Coasters ...Jim Peterson ..... jepeter44@gmail.com
N.E. Florida...Lowell Johnston..... low1789@aol.com
The Ham Wilson S.E. Florida Gold Coast
October thru April...Lyn Wordell..... lyndenw@aol.com
May thru Sept....Jim Morehead..... moreheadjames@aol.com
Art Jackson..... arthjacks@aol.com
S.E. FL Treasure Coast Sunbirds...Bob Langevin... bob134997@aol.com
Sarasota Sunsetters...Chris Wingardh..... chriswingardh@me.com
S.W. Florida...Gary Crittenden..... gjcritt5@comcast.net
Tampa...Matt Middlebrooks..... immbrooks1@verizon.net

Hawaii

Hawaiian Ono Nene's...Pat Collins..... pcollins@cap.gov
Big Island Stargazers...Linda Morley-Wells..... lmwjet@earthlink.net
Beth Ann Raphael..... berapha@aol.com

Illinois

Greater Chicago Area ...Bob Helfferich..... flybikebob@earthlink.net
Dick Kane..... richaka4@aol.com
The Joe Carnes RUPA Group...Walt Fink..... ok3wire1@att.net

Nevada

Las Vegas...Jack Donahue..... jldonahue@alumni.nd.edu
Reno's Biggest Little Group...Gary Dyer..... gtdtahoe@att.net
Lyle U'ren..... captlylej@aol.com

New York

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

Ohio

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

Oregon

Oregon Coasters..Larry Farnsworth. captainlarryfarnsworth@gmail.com
The Columbia River Geezers....Steve Barry..... sbarry72@comcast.net
Intrepid Aviators of Southern Oregon..Bob. Niccolls.bniccolls@live.com

Texas

Houston Tex-Mix...Ross Miller..... flyby321@aol.com

Washington

PNW Flyers...Cort Depeyster..... cortreno@aol.com
Seattle Gooney Birds...Henry P. Kerr..... henrykerr41@gmail.com

Washington D.C. Area

Washington D.C...E.K. Williams Jr..... ekwjr@earthlink.net
Williamsburg, VA/Hampton Roads Area...
Jim Krasno..... krasnojm@earthlink.net

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





## In this Issue

[About the Cover](#) . . . Santa Nose art. TCAS Fail. Origin unknown

[President's Letter](#) . . . **John Gorczyca** gives updates on recent United happenings and other topics. Welcome to 18 new members.

[Vice President's Letter](#) . . . An interesting story and photos from **WolfMan's** bag of tricks and a letter from a Steve Canyon memorabilia collector after seeing WolfMan's [story last month](#).

[From the Editor's Desk](#) . . . This has been another exciting month. More great stories and letters. In addition, **John Rains** and **Editor George**, working with **Jon Rowbottom** and our Webmaster **Ryan Mazook**, have linked names in the [Flown West](#) section to obituaries in the eRUPANews. There are more details in the [Editor's report](#).

[Travel Report](#) . . . Our intrepid traveler, **Pat Palazzolo**, tells us about Malta!

[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 vintage travel posters.

[United Airlines Historical Foundation](#) . . . There is a lot of history in the Flight Training Center halls and **Marvin Berryman** shares some with us.

[Luncheons](#) . . . Luncheons are still mostly grounded because of the Coronavirus but we do have some reports with member updates. I love the retro photos in the "Before Times" that are sent in as well. The Seattle Gooney Birds highlight member **Jack Brown**. Thanks Luncheon Coordinators!

[There I was](#) . . . And the stories keep coming in. This month is a bit different though. One story was a too long to print so we included a portion along with "TO BE CONTINUED", so stay tuned. Once again we have the great artwork by Ruparian **Mike Ray**. Send your stories to the editor (rupaeditor@rupa.org) or click [here](#).

[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: **Triple 7 Sunrise over the Pacific**

by Chris "Doc" Halliday - SFO



Lower: **Sunset over IAH**

by Victor Gutierrez - IAH



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## President's Letter

John Gorczyca [rupapres@rupa.org](mailto:rupapres@rupa.org)



I trust you all had a very good Thanksgiving celebration. We are moving right into the Holiday timeframe. I recall last year at this time; I was planning the Goldwinger Holiday dinner. Well, that isn't going to happen this year. But, at this writing, I have heard some very encouraging news about a vaccine being developed for COVID. This is good and may springboard us into returning to normal ops within the RUPA community.

I would like to mention the tremendous upsurge in the number of new members that are coming onboard. I'd like to attribute it to the tremendous job our Committee Chairmen, our Board of Directors and our Officers are doing for RUPA. With the excellent job our new editor, George Cox, and our organization is doing, we are clicking along like a well-oiled machine. The following is a list of the new members we all would like to recognize:

<u>New Member</u>	<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
Thomas "Tom" C Carefoot	ORD	Bridget	Traverse City, MI
Karl L Elders	DCA	Karen	Sandy Spring, MD
Ronald "Ron" C Pile	ORD	Sharon Beckman	Iowa City, IA
Charles "Chuck" D Eckmeier	ORD	Julia Di Giammatteo	Minneapolis, MN
Dennis "Doc" E. Holliday	DENTK	Cheryl	Broomfield, CO
Keith K Lotan	DEN	Dawn	Lafayette, CO
David "Dave" D McKenney	SFO	Tracy	Granbury, TX
Joseph "Joe" D Lezark	DCA	Kim	Ruckersville, VA
Frederick "Fred" J Roeper	LAX	Laurie	Placentia, CA
Douglas "Doug" R Work	DEN	Sally	Parker, CO
James K Tippens	IAH		Seacrest, FL
Thomas J Hart	ORD	Victoria	Valparaiso, IN
Wendell O'Mara	SFO	Jo'as	Oakland, CA
Paul Guidry	DCA	Annie	Fort Lauderdale, FL
P Mike Bristow	EWR	Jan	Bluffton, SC
William "Bill" B Bodkin	SFO	Sharon Lemenille-Bodlin	Longmont, CO
Dennis C Pavey	DEN	Christi	Highlands Ranch, CO
Keith W Lamb	SFO	Lori	Peoria, AZ

I would also like to recognize **Pat Collins** of Oahu for taking on the task of becoming our next RUPA Area Rep for the Hawaiian Ono Neme's. Pat stepped up to the plate and is replacing **Janet Ishikawa** in that distinguished position. The RUPA organization thanks you Pat for taking on this responsibility. Also, **George Cox** has volunteered to become the permanent eBlast chairman. Thank you, George. He is replacing **Phyl Cleveland** in that position and we thank her for everything she did in fulfilling those responsibilities.

The difference between fear and terror: fear is when your calculations show you may not have enough fuel to make it to your destination. Terror is when you realize you were right.

This situation is probably one of those “oh sh- -“ moments:



“Say. . . What’s a mountain goat doing way up here in a cloud bank?”

In aviation related business, starting in November, if a flight is booked to less than 70% capacity on United, all customers will receive seat assignments ahead of flight restriction. During this time, the Standby Process Automation (SPA) will assign seats up to 90% capacity. Customers with seat assignments can then use the United mobile app to select different seats based on their individual preference and needs. This is such a great idea and why did I not think of this?

In the US, the Max has passed its certification test flights. American Airlines, though, understands that passengers will be nervous. The airline is trying to entice passengers to take a tour of the plane at selected airports. Southwest and American pilots say the new Boeing 737 Max manual may lead to errors in emergencies. The pilots are concerned that the FAA’s manual for handling the new software in the event of an emergency is inadequate. They say there are simply too many steps to remember.

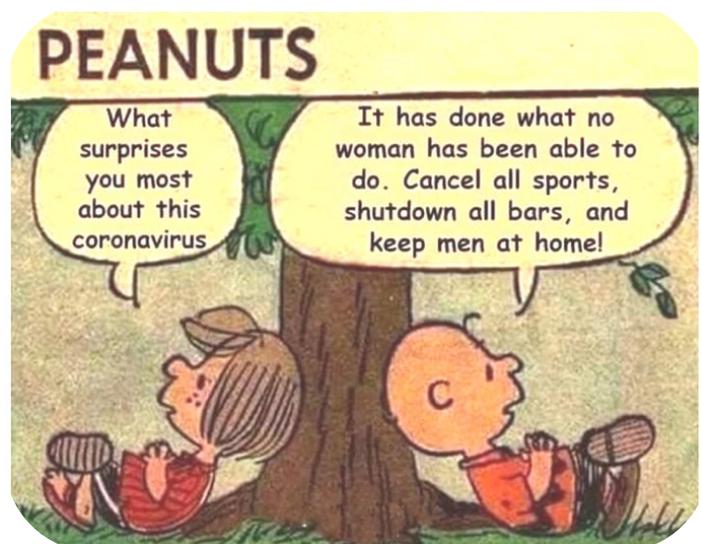
Berlin’s Tegel Airport (TXL) will be closed for good in November 2020. All airline passengers from Berlin will have to go to Berlin Brandenburg Airport (BER). Tegel Airport has much history associated with it particularly during the Cold War when the Soviets tried to starve the inhabitants of the city’s Western sectors with the [Berlin Blockade](#). And consequently, the Western Allies commenced operations called the [Berlin Airlift](#). Prior to the reunification in 1990, and in my Air Force days, I had flown into Tempelhof Airport (THF). Tempelhof Airport was closed for flights in 2008. Some of my most interesting flying while in the Air Force was accomplished while flying in the [Berlin Corridors](#). We always had a Berlin Corridor pilot accompany us and sitting in the jump seat for our flights over East Germany and into and out of Berlin. It was rather daunting as we had to ensure we never strayed off course or a SAM missile could possibly take us down. Needless to say, our navigational systems worked like a champ.

Starting in December, United will begin new non-stop service between: LAX and San Jose, Costa Rica, LAX and Honduras, DEN and Belize, DEN and San Jose, Costa Rica, IAD and Santo Domingo, CLE and Cancun, Liberia, Costa Rica and both LAX and SFO. And, this winter, United will be adding more service to some of Mexico’s most popular beach resorts. Additionally, there will be increasing service between a large number of US cities and other Caribbean and Central American countries. Scott Kirby told investors that United is planning an aggressive return to New York’s JFK airport in 2021. United had pulled out of JFK in 2015 noting the routes were money losers. It became abundantly clear thereafter, that the decision to abandon JFK cost it many key corporate customers. Kirby has publicly lamented United’s departure from JFK.

It is in this time of the Covid crisis, that I must pass on a Peanuts cartoon that expresses exactly how I feel:

Still Flying High,

*John Gorczyca*



# Vice President's Letter

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



Keep Those Cards and Letter Coming

The "There I Was" stories keep getting better and better. I enjoyed [Gerry Baldwin's T-28 saga](#) from his days in the Trojan. I spent many a night over the Pacific conducting Blue Water Op's with **Gerry Baldwin** when were F/O's on the 747-4. There was never a problem with staying awake with Gerry onboard. His entertaining and colorful flying stories kept us all laughing and alert for hours. Keep them coming Gerry.

**David L. Webster IV's** Medical Emergency caused by the Blue Room "Crapper Flapper" tops any aircraft medical emergency I've heard of. You just can't make this stuff up! Outstanding leadership Captain Webster.

David was also famous during the winter holiday season for adorning his uniform hat with a festive ALSF 1 LED light display. Captain Webster proudly walked through the terminal with lights flashing away bringing joy to all. (Exception being a humorless fight manager or two I'm sure). David is also the guy that sold us the green AM/FM Radio frequency cards we all carried in our flight bags. I still have and use mine. David's card came in very handy for tuning up sporting events on the ADF and putting them on Channel 9 for the passengers. On one of my trips out of LaGuardia in the 80's the Captain told me to pull out the green radio card and tune up the Met's game so we could hear ourselves fly over the stadium on departure. Sure enough, with AM 660 on the ADF dial we were rewarded with the roar of our 727 coming over the headsets as we flew by the stadium in full UAL glory.

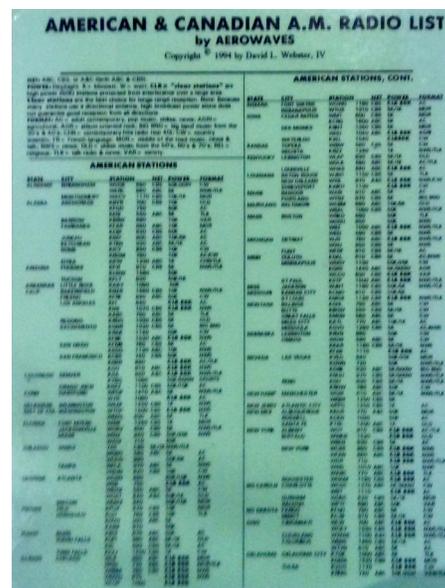
[My November article](#) about the 50's and 60's TV and comic strip characters drew a few responses from the crowd. Editor George and I received a much appreciated note from **Dave White** about the Steve Canyon series and his love for the character from age 3 to today. Dave's letter describing his relationship and appreciation of Steve Canyon is included in this month's RUPA News for your enjoyment. Thank you Dave!

Ok, we all want to hear from you. Here's the deal: You're at FL 350, the radio is quiet and the jet is humming along at 525 kts Ground Speed. You've just finished a crew meal consisting of a "hockey puck or yard bird". You take your first bite of First Class ice cream; look over at the crew and say: "Did I ever tell you about the time...?"

That's it from Center Seat Coach,

Happy Holidays!

*wm*



The Green Card  
by David L. Webster IV



Wolfman,

Your column about our childhood heroes brought a smile to my face. I got the bug at age three, which was about 1956. When the Steve Canyon TV show premiered, I was immediately entranced.

I LOVED that show! Everything about it was magic to me, and only fueled my desire to be just like Steve! I had the Steve Canyon Jet Pilot helmet, and flew my bed through some pretty serious adventures while wearing it at night when everyone else was asleep . . .

In later adult years, I started collecting a few Steve Canyon things, starting with that helmet that I had so much fun with. In the attached picture, you will see my collection. It includes a board game, lunch box, a helmet in its original box (not to worry, I have another one on display elsewhere), a Halloween costume, jigsaw puzzle, two Christmas cards, some books, and an official Steve Canyon "Airager" card and wing set. You will also note, on the far right, a photo of the Steve Canyon statue in Idaho Springs, CO.

A quick war story--old Steve got me in trouble a few times in Air Force pilot training. To my five- or six-year old eyes, he was the coolest thing ever. In several episodes, he would taxi in, shut down, and then take off his helmet and hang it on the canopy bow. Like I said, coolest guy ever. So, it's many years later, and I'm in UPT. T-38 student pilot, and several times I hung my helmet on the canopy bow. Instructors always yelled at me to take it off so the windshield won't get scratched. A few days later, I would do it again, like a dummy! Wasn't thinking, not sure why I did it until years later when the Steve Canyon TV show came out on DVD. I was watching and reliving my misspent childhood when I see him hang his helmet on the canopy bow. That's when the realization dawned on me - 22 year old Dave was doing what he saw Steve Canyon doing 17 years earlier! Sad to say, I never became as cool as Col. Canyon, though!

You can find the entire series on DVD if you look around. It also shows up occasionally on MeTV, if you have that channel in your cable/satellite package. A guy named John Ellis out in Hollywood got the rights from the Milton Caniff estate and restored every episode. It was a real labor of love for him, and it shows when you watch it.

You can also find the entire comic strip on Amazon--it's being released as a series of very nice books. My oldest daughter understands my illness and gives me the latest one every year for Christmas.

*Dave  
White*



# From the Editor's Desk

George Cox [rupaeditor@rupa.org](mailto:rupaeditor@rupa.org)

## Season's Greetings!



This has been another fabulous month for the *RUPANEWS* and the eRUPANews.

I am in absolute awe at the stories you Ruparians send us.

I cannot believe the life and death, sad and humorous experiences within our group. Some literally bring tears to my eyes while other have me [ROFL](#). (Click or Google it)

I've had several letters and stories emailed to me, followed shortly by another email, "Nah, don't print that. I've changed my mind."

All I can say is PLEASE RECONSIDER! There are beautiful experiences to share.



**John Rains** and I have been working with **Jon Rowbottom** to add some navigation links in the Flown West section of the website. For any obituary in the eRUPANews, starting in the January, 2000 issue, there will be a link from the Flown West page to the specific obituary page in the associated eRUPANews. Here's the gouge:

- Go to [rupa.org](http://rupa.org) and select the "FLOWN WEST" tab on the left.
- You will be directed to the RUPA FLOWN WEST page. Then follow the instructions.
- I like to select the first letter of the last name and scroll or you can search by name.
- Any highlighted names have a link. Click [here](#) for an example using "K":

OTTO C KAINTZ	EDWARD J KAISER	RONALD O KAKELDEY	ADRIAN S KALE
<b>ROBERT S. KALLESTAD</b>	MARLIN R KALPIN	GEORGE F KANE	TOHLE S KANE
DONALD J KARAIKOS	ROBERT L KARL	ROMAN J KASPER	WILLIAM E KAUCHAK
HARVARD D KAUFFMAN	EUGENE L KECK	JEROME F KEEFE	JIM W KEENEY

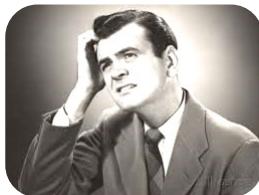


**RUPA FLOWN WEST** page.

- Select first letter of last name.
- Any highlighted name will have a link to the obituary.

**Correction:** Nov 2020 issue, Page 51. Name should be **Chuck Thom - Litchfield Park, AZ**, not Chuck Thorn. The on-line edition has been corrected. Click [here](#) to view.

**Where's my eRUPANews?**



Are you **not** getting the eRUPANews and want it?  
There might be a problem.  
Details are on the next page



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## More Spam, Scams, and Phishing

I got this alert and email the other day from “Chase”.

My email preview window showed this:

alert@chase.com

Daily-Result: Statement is available ...

**FROM:** alert@chase.com <GeorgyaH@KidsWantAnswers.com>

**SUBJ:** Re: Statement is available on 11/2/2020 2:36:10 PM Code - L9S26R8V4F

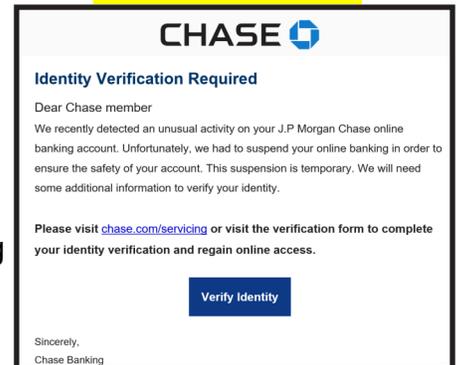
[From last month's article](#), you know that the sender's “name”, from above is [alert@chase.com](#). It is NOT the email address.

The person made the name look like an email address.

DON'T BE FOOLED.

If I click “reply”, the email would not go to Chase. It would go to [GeorgyaH@KidsWantAnswers.com](#), whoever that is.

**Fake email  
from “Chase”**



An Eagle eyed Ruparian, **Joe Donisch**, noted that RUPA is sending emails with tracking information.

He is correct - Good SA on his part. Let me explain. . .

Since 2013, we have been using *iContact* to send eBlasts to our members. It does contain a tracking code but it's not for nefarious purposes.

*iContact* allows us to send an email to many folks without the email provider labeling us a spammer.

Starting in October, we also started using it to send the eRUPANews.

*iContact* is bound by privacy laws and email tracking is how they remain in compliance.

Among other things, *iContact* needs to know who is on the *Unsubscribe* or *Do Not Contact* (DNC) lists, so RUPA can respect their wishes.

Once a person does an *unsubscribe*, we cannot undo that. The person must email *iContact* for them to reinstate the email address.

For example, on the last eRUPANews mass-email, the tracking let us know we had the following:

- Unsubscribed - 3. One unsubscribes with the link on the bottom of the email you receive from RUPA.
- Bounced - 78. The email could not be delivered after several attempts. Typically, due to an invalid email or the mailbox is full.
- Do Not Contact - 109. We currently do not have a *Do Not Contact* prompt. The DNC info is historical data stemming back from when the system was first set up. As explained, once an email address is on the list, it is always on the list. To get back on the email list you must contact [iContact](#) to add you again or you can change your [email address](#).

We want to resolve bounced and DNC lists as we believe it is outdated information. Here's the plan:

- Bounced - Obviously we cannot email you. If we can associate an email to a person, then we can call. If we can't, then we cannot do anything.
- Do Not Contact - We will send personalized emails to these folks to sort this out.

If you are not getting the eRUPANews and want to, then [email me AND John Rains](#) and we'll help.

*Stay safe out there.*

*Editor GeorgeE*

# RUPA Pass Travel Report - Malta!

**Dec 2020**

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

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

Hello fellow aviators,



Post COVID, an easy, inexpensive tourist destination that has it all is Malta. A former strategic British colony island located in the middle of the Mediterranean 58 miles south of Sicily, Italy and 186 miles north of the North African coast is off the beaten path of the London/Paris crowd but is rich in history, architecture, food, beaches, rocky coastlines and the historic walled city of Valetta, your most likely destination. It's all in one place and you can walk everywhere in Valetta and take busses to the outer parts of the island for some truly fascinating day trips.

Valetta itself is a maze of narrow romantic cobblestone streets with cafes and shops everywhere. If you didn't know better, you might think you were in Florence. Valetta is on a hilltop so you often find yourself walking down a street with a beautiful view of the water at the far end. The food is a mix of Italian, British, Arabic, Spanish, and anything else you might want to find. If you like rabbit (I don't), it's on almost every menu.

In and near Valetta you can find every kind of museum on the face of the earth, yes, an aviation museum, a postal museum, several war museums, a classic car museum and more.

Further out from Valetta, busses can take you to the ancient fortified city of Mdena (yes, that's how it's spelled) filled with history, restaurants and shops and beautiful vistas. Another great stop is the Citadel, another uber-walled city full of history, food, wine, shops, views and great sightseeing.

If you're adventurous you can depart Malta by taking one of ferries departing throughout the day to Sicily, enjoy that fascinating island, and then return home from there

**Getting to Malta** Like much of the rest of Europe, Malta is a party to the [Schengen Agreement](#) so no visa is required for US Passport holders. You will likely be processed through immigration at your first European transit point. You can reach Malta from several European cities as well as North Africa. Air Malta (KM) offers us medium ZED fares and Lufthansa (LH) offers us Low ZED fares from Frankfurt.

**Where to stay:** Check Trip advisor, There are a number of boutique hotels but most tourists find accommodations from a plentiful supply of Air BnB type residences.

**When to go:** Similar to the rest of Europe, the most rain is in the winter with highs of about 60 degrees. The summer months are dry with temperatures around 88 degrees in July and August, and long days of 14 1/2 hours as well.

Cheers,  
*Pat*



# A LOOK BACK



Blasts from the past  
Do you want to read earlier copies of the *RUPANEWS*?  
Check our on-line Archives with issues back to Feb 1999

[www.rupa.org/rupa-news](http://www.rupa.org/rupa-news)



10 years ago - Dec 2010



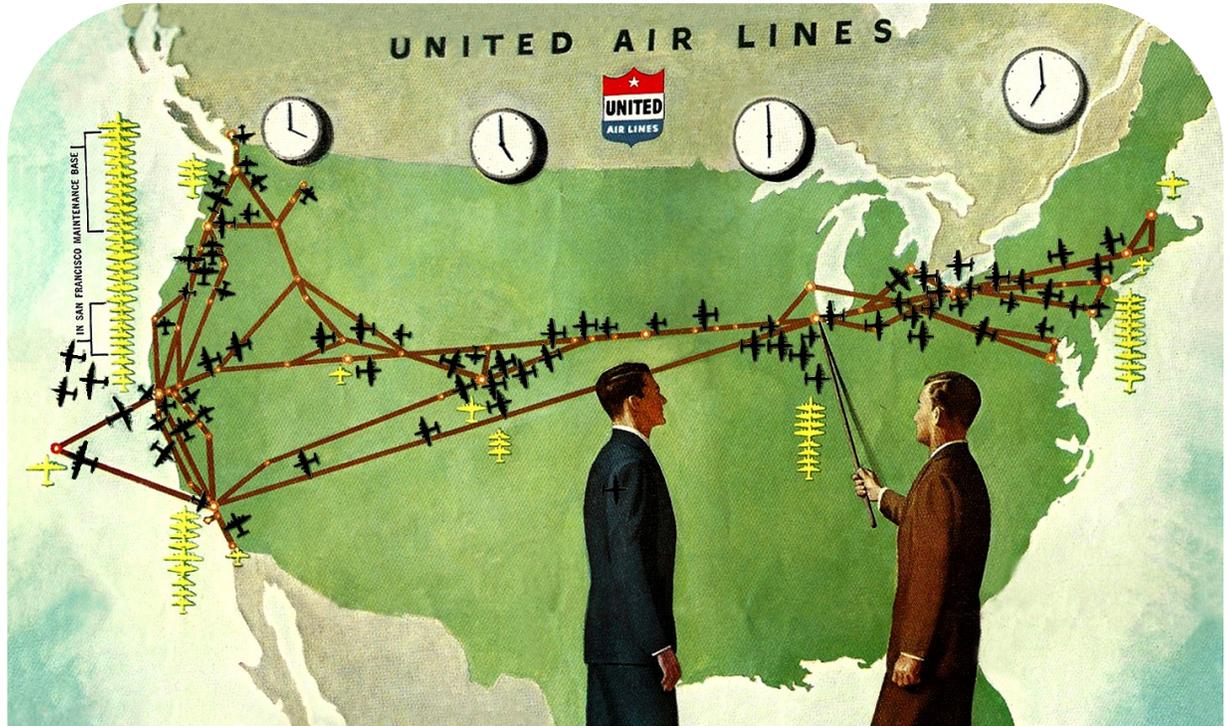
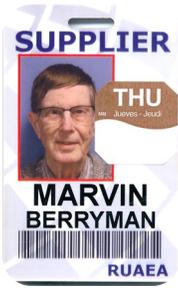
20 years ago - Dec 2000





**United Airlines Historical Foundation**  
*"Preserve the Past, Inspire the future"*  
[www.uahf.org](http://www.uahf.org)

By *Marvin Berryman*  
**DENTK**  
*Retired*



**BLACK PLANES** represent United Mainliners in the air. **YELLOW PLANES** are on the ground awaiting passengers, in reserve or undergoing maintenance.



**At 5:59 p.m. on United's Main Line Airway**

This is a picture of one minute in a day of United Air Lines - 5:59 p.m. Central Standard Time to be exact.

Here you see United's 13,250-mile Main Line Airway in action - the only airline linking the East, the Middle West, all major Pacific Coast cities and Hawaii.

At this moment, over 2000 passengers are aloft in United Air Lines Mainliners, along with about 100,000 pounds of air mail, air express and air freight.

Multiplying this scene to span the year 1952, travel on United Air Lines will amount to nearly 2-1/2 billion miles. That represents a lot more flying than would be needed to pick up every man, woman, and child in Boston, Mass. and carry them all to San Francisco.

The frequency, precision and regularity with which United Air Lines operates have placed it among the nation's foremost transportation systems. And among the most *economical* too - for Mainliner travel often costs less than first-class rail plus lower berth today! For reservations call or write United or an Authorized Travel Agent.

*By Marvin Berryman DENTK Retired.* - **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](http://www.UAHF.com)



# LUNCHEONS

## Cleveland Craziess Group

The picture below is from our December luncheon at TJ's restaurant in Wooster on December 19, 2019. Because of COVID, our last meeting was in February 2020. TJ's has only been open for takeout and dining in from 4:00 pm until 9:00 pm on four days a week. Missing the last nine months of our time together has been difficult for our group, and it doesn't look like there will be any change to their schedule any time soon. I am glad we can still enjoy the monthly RUPANEWS and see some of the chapters that are able to meet under the current restrictions.

Happy Holidays to All,

*Phil*

*Back in the before times.  
That's the time before the  
Coronavirus . . . Dec. 2019*



Standing L to R: Phil Jach, Linda Jach, Pat Morris, Harvey Morris, John Hochmann, Rich McMakin, George Bleyle, Carol McMakin, Vickie Getz, Bob Lang and our server Maddy.

Seated L to R: Monica Burrill, Dick Sanders, Jim Burrill, Mary Lou Sanders, and Joe Getz.

**Christmas Dinner  
backup:**

**Christmas Dinner  
In a Tin  
"Christmas Tinner"**



- Scrambled egg & bacon
- Two mince pies
- Turkey & potatoes
- Gravy
- Bread sauce
- Cranberry sauce
- Brussel sprouts with stuffing
- Roast carrots & parcnips
- Christmas pudding

GAME

## Big Island Stargazers

Due to the lack of tourism, the Fish Hopper restaurant remained closed until the last week of October and we missed the camaraderie of our monthly meeting.

Looking back in time, here is a photo of our lively group in October, 2014, which was the first year our RUPA chapter got together.

In mid-October, trans-pacific travel returned to the state of Hawaii and recently Hawaiian Airlines, Japan Air and All Nippon Airways began limited service to and from Japan. So far we have not seen a lot of Japanese tourists in Hawaii, as they are subject to a mandatory 14-day quarantine when they return to Japan.

On the bright side, our state's economic recovery is going faster than initial predictions expected. There is more activity to be seen in Kailua-Kona Village and some big-name resorts plan to reopen in the near future. We send Aloha to our fellow Mainland Ruparians for a Mele Kalikimaka me ka Hau'oli Makahiki Hou!

Stay safe. A hui hou...

*Linda Morley-Wells*

*Back in the before times.  
That's the time before the  
Coronavirus . . . Oct. 2014*



Back in 2014--L to R: Bill & Lauren Cochran, Joan & Gerry Baldwin, Don Diedrick, Sam Wilson, Rich Morley, Linda Morley-Wells, Bobby Michael, Linda Chen, Walt Wells.

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

# The Joe Carnes RUPA Group

Hi, All:

Seems every update I send out lately about our RUPA luncheons---or lack of them---is a carbon copy of the previous one in terms of substance. With the COVID-19 scourge upon the earth, about the only "news" is that there isn't any to speak of. Consider this a note just to say, "We aren't dead yet, and we'll be back".

I think I said that last time. Or the time before. I dunno...every day is Groundhog Day.

What's everybody been up to (that you can talk about, anyway)? Drop a line and let us know.

Cheers!

*Walt Fink*

*Back in the before times.  
That's the time before the  
Coronavirus . . . Nov. 2019*



When this pot comes out...

you know you're eating the exact same thing for the next 3 days.



## Southwest Florida RUPA Luncheon

Our November luncheon at the Fort Myers, FL Olive Garden restaurant had been scheduled for Monday November 9, 2020 but, after a survey of our attendees, only a few said they would come due to Covid. They were playing it safe. So we cancelled it.

We're hoping for another try at our January date scheduled for Monday January 11, 2021. Will take another survey and see how it goes and then let everyone know. The Olive Garden has been very accommodating and understanding. They are open and serving meals and the max limit of 10 for a group has been rescinded so a larger group can be accommodated. Maybe things are looking up.

We decided to send a photo of one of our previous luncheons in 2014 just to keep the interest going. We've had a good track record of attendees and this is the first time a luncheon has ever been cancelled.

At this time it is unknown what the status is of RUPA Day at Sun-n-Fun at Lakeland, FL Airport in 2021. The Sun-n-Fun Aerospace Expo is scheduled for April 13-18, 2021. RUPA Day would be Thursday April 15, 2021. More on this as time gets closer.

Yours truly,

*Gary Crittenden & Dot Prose*

*Back in the before times.  
That's the time before the  
Coronavirus . . . Nov. 2014*



L-R: Elizabeth Maben, Bob Maben, Michael Maben, Rip Curtiss, Shirley Curtiss, Harvey Hallberg, Jungle Jack McClure, Richard Travas, Neil Bretthauer, Jim Good, Don Kincaid.

**SUN-n-FUN Aerospace EXPO at Lakeland, FL**  
Currently scheduled for April 13-18, 2021  
RUPA Day would be April 15, 2021  
More info to follow. Also Check [flysnf.org](http://flysnf.org)

## Dana Point

Although the Dana Point group is staying home, in our imagination this is what a December luncheon would look like. With a special appearance by the North San Diego County group.

Yours truly,

*Rico Santamaria*

*Back in the before times.  
That's the time before the  
Coronavirus . . . Summer 2019*



Clockwise from far left:

Jim Grosswiler, Bill Stewart, Denny Giesea, Merle Santamaria, Bill Rollins, Scott Herman,  
Bill Lucius, Mark Mayer, Colin Winfield, Susan Mayer, Rico Santamaria, Janet & Bob Fuhrman, Rusty Aimer,  
Joe Udovch, Karen Grosswiler

### 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](mailto:rupasectr@rupa.org)

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



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## Seattle Gooney Birds

The Covid has created havoc with our luncheons so we've explored ways to keep in touch various ways. One way was to simply getting to know each other better. This month I'm sharing some personal experiences of one of our members. **Jack Brown**. For many years Jack Brown has been a regular at our Gooney Bird luncheons. His life after retirement has been and continues to be an amazing collection of travels to all seven continents, hiking, rafting, climbing, and exploring, all with his wife Billee. Here is Jack's brief summary of their 27 years of retirement adventures.

For the flock, *Hank Kerr*

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Billee Jean has been my lifetime copilot. We have been committed to each other for 72 years and now married for 69 years. We raised 6 children, now have 18 grandchildren and 27 great-grandchildren with #28 due next year. Oldest grandchild is 41 and a lawyer; oldest great-grandchild is 16 and she is a high school junior. Our oldest is 68 and a professor at UW in Earth and Space Science. We are very blessed in the life we have had.

**Retirement Flight, July 1992** After retirement, we continued on the priorities we had long ago established, family, music, mountains, photography, and adventure. The family is scattered around the country making it difficult to get together, but we try our best. I play classical piano and we are season ticket holders and donors to Tacoma's two symphonies, opera, theater, and musicals. We are Tacoma Mountaineers and have climbed all the 6 major WA peaks plus smaller peaks. We have climbed others in the US as well. Our tallest was 19,340' Mt. Kilimanjaro in Tanzania, Africa, when we were 67. Our children have also followed in our footsteps. Photography has been my life passion since my first camera, a Kodak Target Brownie 620, when I was eight, which I still have.

That leaves adventure. Traveling has always been our goal, to see the world. We have been to all 7 continents, some more than once. The last was Antarctica. We have river rafted many rivers, including the US and other countries. We rafted in Peru's Apurimac river, and Iceland for example. We have kayaked in New Zealand and Iceland, canoed in Northwest Territories on the South Nahanni river. In the US, our longest raft trip was the Colorado river through the Grand Canyon. Nature and the outdoors have always been our passion.

Trekking in other countries was also on our bucket list. We did two in Nepal, the first to the Langtang National Park in Nepal for 19 days. The second to Mt. Everest where we saw the sun set from an 18,000' peak to the west. We did two treks in New Zealand, back to back while sightseeing there. We really enjoyed New Zealand as it reminded us of the Northwest. In Mongolia we hiked to a glacier in the Gobi Desert which was a surprise. We also rode camels there and in the Sahara Desert years ago. We rode Mongolian horses in Mongolia.

We traveled with Overseas Adventure Travel nine times as they allowed only 16 in a party. We did hikes with them, too, but the best part was they gave us an in-depth experience that other travel companies did not. We dined with local families, for instance. and were able to see what some other companies did not include. In all our travels over the years we have learned much about other cultures around the world and that has given us a deep appreciation for being an American and for the freedoms we enjoy.

Locally, we continue hiking as weather permits. We are now 88, so are not as fast as we used to be, but still manage to hike the miles, elevation gains and altitude. We gave up skiing several years ago as Billee has had no ACL in her left knee for the last 25 years. How she has continued amazes me. The mountains are always calling, and we answer. Looking back on our life I am blessed to have chosen my amazing wife who has been a loving companion and team member in all our pursuits. Space does not permit me to relate so many of our adventures. Thank you for reading this document. Retirement has been a blast. It has truly been the golden years for us.

*Jack*



Hiking in Mount Rainier



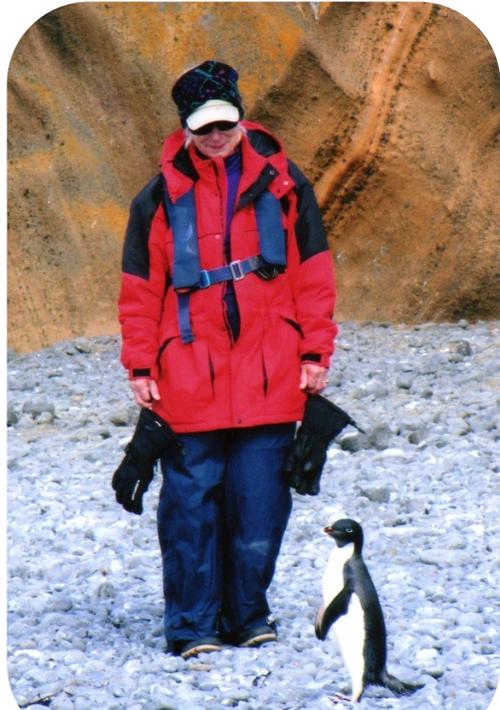
Nepal with Everest, Lhotse & Ama Dablam in background



Jack at summit of Mt. Kilimanjaro



Kayaking in New Zealand



Billee Jean - Antarctica



Skiing Crystal Mountain

## Ham Wilson Gold Coast Group

Our gang held a wonderful lunch on November 12 at Galuppi's and we had a great cross-section of people this month. We were once again alone and had the entire ballroom to ourselves and very much profoundly social distanced in word and deed and distance.

We discussed the election, United plans, the rain that almost wouldn't quit, what everybody got for trick-or-treat and how they share their candy, and all the additional flying United mainline and especially Fort Lauderdale.

Our December lunch is going to be held as scheduled if the creeks don't rise on the second Thursday in December; December 10, 2020.

The lunches are open to airman from various locations and companies and families as you wish.

Til next month.



Clockwise L-R: Jim Morehead, Van Bishop (REVA), Mark Strasfeld, Ham Oldham (Our Senior member), Gene Anderson, Rolph Bartlett, Dan Petrovich, and Glenn McGarry (UAL/CAL).



*Thank You Luncheon Coordinators for making my job easy.  
May you and all Ruparians have a great Holiday Season and  
Happy New Year. See you on the other side of Covid!*

*Editor GeorgE*

# THERE I WAS ...

## ... on the way to Las Vegas

Here is a tale that illustrates the ingenious and intellectual prowess of the Airline Pilot brain in action. Presented with a verbal challenge, our flying hero came up with a delicious reprise. Here is the story as told by **CAPTAIN GERRY BALDWIN.**

Cartoon art by Mike Ray

In early 1981 I was flying as first officer with Texas International Airlines from Houston to Las Vegas. It was my leg. While in cruise, a flight attendant came forward with a clipped article from a passenger who asked that it be given to the pilots. The title of the article was "Pilots Now Making In Excess of \$150,000 Per Year."

Without hesitation I grabbed the PA microphone and said:

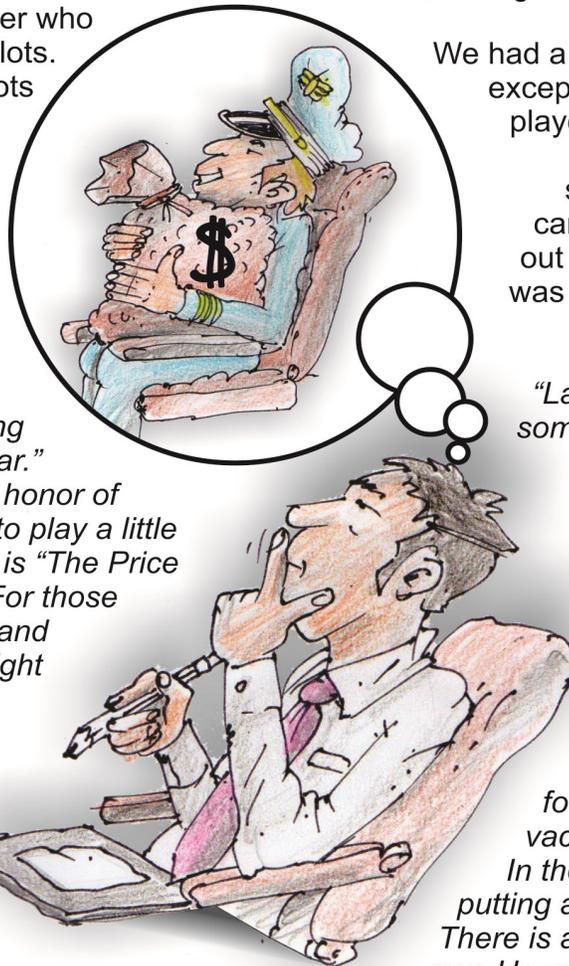
*"Ladies and gentlemen, one of you sent up a newspaper article titled, 'Pilots Now Making In Excess of \$150,000 Per Year.' In consideration of that and in honor of our destination, we are going to play a little game. The name of the game is 'The Price Is Right.' Here are the rules: For those of you who are over eighteen and wish to play, I am sending a flight attendant around with a small pad of paper. She will provide a slip of paper to each contestant. Write your seat number only, no names please, and the gross amount of money that you think I made for the last year. To help your deliberations, I am your first officer, I made the takeoff in Houston, I am flying, and I will make the landing in Las Vegas. I have been flying professionally for nine years. I worked all last year with no vacation. After writing your best guess and seat number on the paper, fold it in half. I will send a flight attendant around again with my hat. Drop your*

*answer and one dollar in the hat. The entire pot will go to the bidder who comes closest to my salary without going over. If all of you overbid, I will get the pot. Good Luck."*

We had a full airplane; and virtually all except for the few children aboard played. We had over \$100 in the pot. After they finished their service, two flight attendants came to the cockpit and sorted out the guesses. The lowest bid was \$31,000 and change. I went to the PA and continued:

*"Ladies and Gentlemen, I have some good news and some bad news. The bad news is that you have all overbid. The good news is that I get the pot. To show that you have all overbid, the low bid was just over \$31,000. Having just received my W2 for last year, I made \$10,200 before taxes. I would not have exceeded \$10,000 but for the fact that I sold back my vacation and worked through it. In the spirit of goodwill, I am now putting all the slips back into my hat. There is a six year old boy in the front row. He will stand in his seat; our flight attendant will hold my hat high above his head; and he will draw a slip of paper with a seat number. The person with the seat number will get the pot. Thank you for playing."*

Captain Gerry Baldwin



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# There I Was . . . Nose to Nose On the Taxiway

By John Davis



It now seems that sufficient time has passed that I can tell the story of one of my most embarrassing moments while flying the line. (among many) It was the dark of night and we were running late. (Isn't that how most of the stories begin?) I was conducting an IOE on a new B-727 first officer flying into some Midwest airport whose name escapes me. You know, the typical small airport with turnoffs on each end of the runway that lead directly to the small one-story terminal. Of course, being late, the tower had closed and so I picked the quickest approach although it was slightly downwind. Good experience for the new FO. The 2nd Officer called United Ops with the in-range report and reported to me that the ground crew was anxiously waiting for us and ready to go home. They also mentioned that an American B-727 was getting ready for departure.

Got the picture?

I remember coaching the new FO on how to keep the speed up and still meet the requirements of a stabilized approach. Reasonable touchdown. I took over to make the turn at the end of the runway. Just as I made the turnoff the 2<sup>nd</sup> Officer reported that United Ops suggested we make a 180 on the runway and taxi back to approach end as the American B-727 was headed directly toward us. TOO LATE! I was already on the taxiway making a beeline to the terminal. A moment later I saw the taxi light of the approaching B-727. OOPS. We stopped. American stopped. Nowhere to go. I had the Second Officer call Ops to see if there might be a tug available. Besides some comments that I cannot repeat, they said the closest tug was probably in Chicago.

OK.... What would you do? Maybe I should wait until the next issue of RUPA to tell the rest of this tale.

So here we are nose to nose on the taxiway and I am thinking that we are going to have to unload all the passengers thru the airstair and have them walk back to the terminal while we sorted this all out in the daylight. I looked at the FO and SO and they stared at me like, "you got us into this situation Great and Wonderful Captain, now get us out." The American Captain was not happy with the situation either, but between the two of us we came up with a plan over the radio.

The B-727 had recently been approved for power back from the gate. (For those of you that don't remember this short-lived technique, you put 1 and 3 in reverse and never touch the brakes for obvious reasons. The procedure is extremely noisy and blows a lot of sh.... around.) As the American was one of those stretched types, we were elected to try to turn around using the power back procedure. American turned on his landing lights and gave us guidance as we attempted this 6 six-point turn. We lined up as close as possible to the right side of the taxiway and started the hard-left turn. "OK United, your nose gear is now 20 feet from edge... now 10 feet". I stopped and, with some trepidation started the power back procedure with no idea where I was headed. "OK Captain, your main gear is 20 feet from edge... now 10 feet". I stopped and started forward. Back and forth until I got that 727 headed back toward the runway. I made a quick dash down the runway and at the end turned toward the terminal. We watched the American 727 head to some unknown destination.

*John*

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## There I Was . . . My At Thirty-some Thousand Feet, Mic in Hand, Foot in Mouth

By Jim Biestek

We were on a flight from Des Moines to O'Hare, February 28, 1994. It was no secret, POTUS was in Chicago, but our intrepid dispatcher gave assurances there would be no delay enroute. No extra fuel needed, he said. I put extra fuel on anyway. Nearing Chicago, ATC says O'Hare is closed for presidential departure, expect a 45 minute hold. I sez to myself, "I'm sure glad I put that extra fuel on".



Then came time to inform the passengers. That's when good judgement flew out of the window. My exasperation at the many schedule disruptions I had experienced during my career, at the hands of two presidents, one pope and several rock stars, led me to put my foot in my mouth.

I informed the passengers that the "Imperial President" had closed O'Hare. Apparently one, and only one, passenger took umbrage at that remark. That guy was Representative, (and now Senator), Dick Durbin.

He immediately sent a letter to Steven Wolf, CEO, with a copy to me and one to the legal department (for some unknown reason). He probably started writing his letter before he got off the airplane.

Fortune finally smiled and I received my copy before anybody else. Probably because it didn't have to filter through any other administrative level to get to me. I thought, "Oh, oh. I'd better head this one off at the pass". I gave the Chief Pilot, **J. D. Whitlatch**, a heads up. He hadn't heard anything and said he would let me know if he did. About a week later I got a call at home from J.D. He said he just received the notification and said "if anybody asks, just tell them I chewed your ass out and you promised never to do it again". J.D. was a good man. Come to think of it, I don't think I've ever heard a bad word about him. We could have used more leaders like him. Just my opinion.

*Jim*

P.S. I still have Dick Durbin's letter. I'm proud of it, actually. Makes for a good story while sitting around the bar.

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## There We Were . . . Looking for the Irish Tenor

By Larry Darnell



In early 1965, I was based in SFO as a DC-6 / CV-340 FO. However, I was not qualified in the CV-340. In February, I was sent to LaGuardia airport, New York for four days of simulator training.

I checked into my assigned motel that was just across the street from the airport at about 9 PM. At that time I heard from the bar, a person singing Irish songs in a very nice tenor voice. The next morning, I was to meet my flying buddy and our instructor at 7AM. When I left the elevator, I could hear from the bar the same tenor voice singing an Irish ballad.

I met my flying partner and we waited for our instructor. While we waited we took turns going into the bar to see who was doing the singing. A nice looking guy wearing a brown suit. Our schedule, 7AM: brief, 8AM: simulator. At 9:30AM still no instructor. We have been trying to find out what was going on and then our instructor shows up: The Irish tenor in the brown suit from the bar. The first day of training is canceled.

*Larry*

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## There We Were . . . Trapped in a 747 with a Rabbi, a Purser, and Ted Kaczynski

By Captain Gary R. Robbins

*"...Psst! Me thinks someone left something for us on the midnight cart to Sydney." Sayeth Salarino, "No Sh\*t, Shylock!" -The Merchant of Venice, Willie Shakespeare, Stardate 1595.7*

One fine June afternoon in 1995, I commuted to start my LA to Sydney flight. Those were good times. I was a 747-400 First Officer (FO), and this was a non-flying trip as Bunkie; that's "relief pilot" for non-airline folks. This was a case where being the non-flying FO was a good thing because we took off about 11 PM and hit the bunk before top of climb. The flight was almost entirely in darkness, but it permitted nearly regular circadian rhythm for the bunks. We needed two bunks for the 14 hours to down-under. My recollection is I was Assistant Chief Bunkie, a truly remarkable status.

At report time, Jan, one of the LAX ops people called us over before we got the preflight paperwork started. There was a very strange message from HQ for the flight crew. There had been a bomb threat from the Unabomber claiming to have placed a bomb on board a commercial airline flight out of LA sometime in the next six days. There were thousands of flights that fit that description. We were but one of them.

The Unabomber was an enigma in 1995. Not being sure if this was one person or a group of whacked-out radicals, their modus operandi was to blow up post offices. Their end goals were not clear, hence the technical term used was "whacked-out". Clever random bombings were obviously implemented by a very smart person or persons and usually involved the United States Post Office. This had been happening, off and on, for over fifteen years, and the culprit or culprits had never been caught. Unabomber's most recent bombing was three months prior and it killed someone in Sacramento. An FBI composite sketch looked a lot like the one for DB Cooper. *Unabomber* came into everyday vernacular. Some trembled, others yawned.

Jan, the nice LAX ops lady, asked the captain what he wanted to do about the bomb threat. The captain asked if we had a choice. The ops lady said, "Gee, I don't know. Maybe...not?" We looked at each other and shrugged our shoulders. Captain Bill said, "Okay, then we're going." Just be sure to carefully inspect the aircraft before you board passengers. Frankly, it seemed pretty farfetched. Still... food for thought.

We completed our preflight work and launched into the darkness over the vast Pacific. It was a slow climb at max gross weight. The other Bunkie hit the rack first while I completed the HowGozit (predicted ETAs for each enroute waypoint) and then incredibly, very precisely, and with utmost care, calculated wake-up times. After a "See ya later", I hit the rack for about six hours of circadian rhythm restoration therapy.

At about 0510 Pacific Time, we bunks got our wake-up dings in the bunk room and gradually stumbled out to start our shift in the window seats. It was still dark except for some stars here and there – between the cumulonimbus buildups. The North Star was no longer visible, and the Southern Cross would soon be off our port side. The turbulence hadn't been bad, thus far, so sleep was possible. We were cruising at our optimal flight level, up on fuel, and a few minutes ahead of schedule. All was routine and peaceful.

Our "change of command" briefing from Captain Bill included an issue with a passenger. The purser had been having difficulty with an enormously obese man in Business Class. During boarding in LA, he had to be wheeled to the entrance door and then he slowly struggled to get to his seat which was not nearly big enough for his ample derriere. This guy was a rabbi, so he said, and demanded inordinate quantities of attention from anyone in a uniform. At some point, he started playing grab-ars with each passing skirt which were always within easy reach of his needy wriggling fingers. The purser and every other flight attendant (FA) had been dealing with this jerk for hours and they were ready to slug him the next time he pulled some stunt. No wonder I hate working with the public. I'd have been fired long ago if I was a flight attendant. Well, I suppose all is now quiet downstairs this late into a night flight. I ordered my first cup of wake-up juice and settled into my optimal view of the instruments and radar screen.

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After over an hour of me peering into the void of the intertropical convergence zone, we received a disjointed intercom call from the purser who hung up before she could make her thoughts clear. A moment later, flustered Purser came into the cockpit and disrupted my third cup of coffee in our darkened cave. It must be about that problem passenger, the morbidly obese rabbi in business class. I supposed she had the last straw with him, and she wanted one of us to go downstairs and give him an offer he couldn't refuse. But that's not what our purser had in mind.

"We found a device!", she blurted out! This was followed by a rapid convoluted discussion filled with incoherent details.

"A bomb device, you say?" Most of us had only studied bomb-threat procedures as part of our annual ground training curriculum. It wasn't supposed to actually happen. Without looking at the book, we bunkies confidently told the purser, "We'll get right on that." I added, "Whatever you do, don't touch it or move it!"

I didn't like her reply. "We already moved it to the forward galley." It turned out, a passenger found said device under his seat while thrashing about trying to sleep and dutifully brought it to a flight attendant.

Okay, so it isn't a hypersensitive device. Whew! We dodged that one. I told her to leave it there, obscure it from view, and keep passengers away from the galley. One of us would be downstairs shortly to look it over.

As soon as the purser turned toward the cockpit door, we both grabbed a handful of manuals. After a quick perusal of the Flight Operations Manual (FOM), I went downstairs to take a look. It was neither large nor sophisticated, but it was convincing. It looked like a busted-up Walkman music player, cracked and all taped together. It had a bunch of wires dangling out, each one a different length and color. Okay, this could be serious...or not. I returned to the cockpit to talk it over with the other bunkie. We decided to talk to dispatch before we got the captain out of the bunk room.

I got on the HF radio and asked for a phone patch to Dispatch. As many heads as possible seemed like the best way to get the ball rolling away from us. We waited quite a while to hear from them. Meanwhile, the captain slipped out from the bunk room to use the blue room. When he returned, we tried to tell him what was happening, but he smirked and said, "Nice try.", and went back to the bunk.

We bunkies gave each other intense looks of incredulity. Those thousand-dollar naps!

The other bunkie had to go drag him out of the rack and tell him "No sh\*t, sir, this is real!" I recall that bunkie had also been a war veteran. Captain rubbed his eyes, came to the full upright and locked position, and sat down in the jump seat to get the full update from us. About then, the HF radio operator relayed to us that dispatch wanted us to use the satellite phone. Huh?! Do we have a Sat Phone in this plane? How about that, it's the first one we'd seen. Unfortunately, we didn't know how to use it. Our Comm panel always had a button marked Sat Phone but this was the first time that button was connected to anything but dead air. We grabbed our flight manuals to look at that Sat Phone bulletin we just posted before this flight. Freshly educated, we gave it a try.

I punched in some numbers and we heard a Ma Bell phone ringing. It sounded as close to us as a call from the Denver mayor to the Broncos General Manager after a home loss. "AT&T Operator. Number please."

Alright, we got an answer! "This is United 815. Please connect me with United Airlines Dispatch at 312-123-4567." This was working out better than I expected.

The reply came, "Credit card please."

... TO BE CONTINUED or click [here](#) for the rest of this amazing story at rupa.org



## There I Was . . . Do I Push or Pull?

By Linda Morley-Wells

This brings back memories of my 777 windshield failure due to faulty rivets: Large cracks developed into inner pane failure, delamination during flight covered the cockpit with fragments, and the forward right windshield totally shattered just after landing. At least it was on my co-pilot's side...It's nice to be retired.

Back in 1990, DC-10 **Captain Dan Renfroe** and I were flying along from SFO to PHL when suddenly I was confronted with the ultimate co-pilot's decision: Push or Pull!

Dan and I had just discussed the recent incident involving [British Airways Flight 5390](#) from Birmingham Airport to Malaga Airport in a BAC One-Eleven. Passing through about 17,000 feet the left windshield separated from the fuselage and the captain (who had released his shoulder harness and loosened his lap belt) was pushed out of his seat from the force of decompression. Flight attendants were able to hold on to him during the course of the 22-minute flight and emergency landing.

Miraculously, he survived with frostbite, fractures to his right arm, right wrist and left thumb. The BA windshield had been repaired 27 hours prior to the flight. The failure was caused by the fact that 84 of the 90 required windshield bolts installed were too small.

So...we decided to test out my new Polaroid camera that developed instant prints. After the photo op, Dan went to the cabin and a few minutes later a flight attendant came up front. I showed her the photos and with a startled expression she asked, "Where is the captain?"!!!



Mommy, I want to grow up and be a pilot. Honey, you can't do both.



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# There I Was . . . With Charles Lindberg

By Gerald Ackerson

I graduated from Willamette University, in Salem Oregon, on June 7, 1958, I first received my diploma, then was commissioned a second lieutenant in the USAF.

I went to Texas for flight training, and I ended up number seven in my class of 196 pilots. At graduation the commander stood up in front of the class to ask each graduate what he (no female pilots back then) wanted to fly. In 1959 the USAF was flying lots of interesting planes like the F-86, F-100, F-102, and bombers like the B-47. The first six pilots when called stood up and shouted F-102 Sir!!!, or F-100 Sir!!!, or one of the other exciting fighter planes being flown then. Each pilot was loudly cheered when he made his selection of one of those planes. When it got to me, I stood up and I shouted C-118 Sir!!!! The C-118 was the military version of the civilian DC-6, The room became very quiet, then there was a small and quiet round of applause. I took the C-118 because I got airsick doing acrobatics. I got good scores in acrobatics, because I had to do each maneuver correctly the first time or I would get sick.

Because of being commissioned by attending Willamette University and taking AFROTC, I was a reserve officer. I attempted to become a regular officer, but I was rejected. So, I requested discharge and was discharged in 1966.

I sent my resume to United Airlines. Because of my experience in the C-118, UAL hired me to teach in the simulator at the UAL facility in Denver, Colorado at Stapleton Field. UAL at that time flew the DC-6 and DC-7, which were the civilian versions of the C-118. One day while teaching there, the UAL chief pilot asked me if I would like to go to Everett Washington, to be a part of the delivery of a new 747 for UAL. Of course, I said YES!!

At Everett, Boeing gave us a great lunch, and took us to the building where there were four assembly lines making the 747. At that time, it was the largest covered building in the world, and may still be. We walked along a high ramp and looked down at the four assembly lines.

We went outside to the ramp and performed a preflight inspection on the exterior of the plane. Then we went up to the cockpit. The UAL chief pilot took the left seat, and the Boeing pilot took the right seat. I was in the jump seat. We took off and went out over the Pacific, and both pilots did steep turns, stalls, and other maneuvers. Then we went to Oakland and shot touch and goes. After about 10 landings, the UAL chief pilot leaned back and asked me if I would like to make a touch and go. I got into the left seat on downwind, and fastened my seat belt as we turned final, and took control of the plane at about 500 feet. I made 3 touch and goes, and then the chief pilot got back into the seat and made a full stop. Then we took off again and went back to Everett.

So, I have three touch and goes in the 747, but I never taxied the plane or started the engines.

Another interesting thing happened to me while flying the C-118. in the USAF.



In 1964 at Ramstein AFB in Germany, I was called into the Operations Officer's office. He said, Captain Ackerson, you are going to have a special passenger on your flight back to McGuire AFB. I asked who sir? He then said, Charles Lindberg. He, of course, was the pilot that in 1927, flew solo across the North Atlantic Ocean, from New York to Paris. He did the flight because there was prize of \$25,000 for the first pilot do it. You may recall that the plane was named the "Spirit of St. Louis". After the flight, the newspapers called him Lucky Lindy, the Lone Eagle, and Slim. Sure enough, when the passengers were boarded he was one of them. I flew from Germany to Prestwick Scotland to refuel, then out across the North Atlantic.

During the flight I asked him to come to the cockpit, and he took the co-pilot seat, and we discussed the flight. He said he had to have a periscope to show the area ahead of the plane, because at the beginning of the flight he was so heavy with fuel, that the angle of attack was such that he could not see straight ahead.

He discussed his role in WW2 and that he flew bombing raids over Japan.

In the USAF I also flew the C-130. With United I flew S/O then F/O on several planes. I Flew Captain on the 737, 727, and ended up Captain on the 757/767. But I was never senior enough to fly the 747!!!

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# There I Was . . . In The Drink, Drowning for the Third Time

By John Hebbe

Eighty-seven now and a middle-of-the-roader compared to others whose words I enjoy each month in the RUPA News. A few thoughts here, none colorful or offensive which is nice as I fret about earlier submissions. For starters, congratulations to you (George Cox) who answered a lot of questions with your story about scamming. Interesting and enlightening. Good reading didn't end there. The 'happened to me' series has become an attention-getter and now a centerpiece with each issue. For most of our crowd...my crowd...it's interesting to see where we fitted in with someone else's excitement du jour. What was going on in our separate lives at those moments? We all have stories.

Home and at the dinner table in 1985, Megan (#4) -a fatalist- said, "Dad, you're going to die some day and there are lots of stories you never told us." She asked about and I explained what little I accomplished on layovers. Megan asked if I wouldn't please take pen in hand and write some of these down. So I did. Several colorful careers to detail. To give you an idea, Navy, Army, Air Force...enlisted and commissioned, two wars, carrier pilot, United Air Lines, teaching in the public school system, working a wilderness area in the Shenandoah National Park today, fillers like the years I was a struggling playwright. Each of these consuming twenty or more overlapping years. Couple more like Neptune you will read about shortly. These stories...rarely reviewed or edited...in original, rough form...are in a stack in the safe for the kids to check out. Nine inches high. Just sent five inches of paper to Chris, #2.

Stories like this. During my first year at UAL, I grossed \$600 and cleared \$450 after taxes each month. \$451 of this went to a lady in Florida so you can see I began each month at minus \$1. Before rent, etc. To cover for this (trumpet fanfare), I took a job driving a tractor trailer for Neptune World Wide Moving on days off. Proud of my driver's outfit, name on my shirt under the company logo. At work, I was known as 'John, da pollot!' (smiley face icon). I always had the best crews.

It was on the elevator going up to my apartment after a hot, summer day. Sweat rings almost meeting in the middle of my chest. Shared the ride with a cute, skinny, carrot-top red-head I had seen out the window.

On the way up, I said, "I'd like to introduce myself. My name is John Hebbe. I fly for United Air Lines." She glanced and forged a smile. Ten days later as we walked to a Chinese restaurant nearby, I told her I decided to marry her. We were married the following February. Fifty-first coming next spring on ...on... let me check inside my wedding band. Ah. There it is. 2-7-70.

The kids will read about airplane crashes, being shot, stabbed, crushed, asphyxiated, experiencing absolute heart stoppage after a 10-ft fall down onto my back...on concrete, crucified (as in the middle of 600 gallons of 115-145 avgas going up in flames after this, my second crash, this time with a partially inflated Mae West in a partially inflated, one-man raft. The only thing that worked was the flare that torched the gasoline. Drowned three times that night (!). Saved by a Boatswain's mate on a nearby destroyer. When this list exceeded a dozen, I stopped counting but these details and other adventures I was involved in; like the bank robbery and burning our high school down...bounding off a fifty-foot cliff and then jumping in front of a steam locomotive hauling Army tanks off to war just to get away from two railroad policemen in 1944 (same day!) . . .these will make interesting reading for the kids.

It was around this time that I began to firmly believe in the notion of Guardian Angels (GA). In fact, when I do die, my one request is that I get into GA school ASAP so I can begin payback.

Last October, sitting at this same desk, pounding the keyboard, the telephone rang. It was an unfamiliar name on the caller ID so I let it ring. The caller began to leave his message and it went like this: "Is this the same Ltjg. Hebbe I jumped into the Mediterranean Sea for in 1960?" That got my attention, and I clawed the phone. Marshall Beard, who later became a certified deep-sea diver...gigantic helmet and 50-lb boots...the two of us had a long-overdue reunion two months later. Newspapers were there. Local TV station on hand. Fun day in Roanoke, Virginia.

Then, Marshall shared the rest of the story: After the word was passed back up to the destroyer bridge that the pilot had been rescued, the Officer of the Deck put turns on the screws to get underway again. It was already almost 4am. The call came over the PA system..."Pilot in the water!" Marshall had leaped out of his bunk and raced up to the weather deck just as I was going under for the last time. -Ask me if I remember that! Without hesitation, he jumped in, in his skivvies, grabbed me and saved my life. Nobody remembered later, after I was wrestled aboard, that Marshall was still in the briny. The ship got underway. But they had left the life-line still dangling in the water. He put a vice-grip onto it and hung on for dear life. The waves (winter and rough seas, still dark-dark-dark of night) tore off his shorts and the barnacles were tearing the skin on his legs. Someone heard him yelling and they slowed a bit and managed to haul him in.

So here it was now, almost sixty years later. We met again. For our meeting this time, I prepared a gift I think he will never forget. The squadron plaque I presented to Marshall that day pretty much tells the tale.

Marshall arrived on the scene after the bad raft affair, the gas inferno and at the time of the third drowning was happening, Marshall grabbed me across the chest and kept me afloat.

Regards,

*John Hebbe*

(UAL, '68 – '01)

P.S. By the time Marshall saved me, the plane was probably already 200' deep in the water, slowly spiraling down. I'll bet that looked weird if one watched it glide by.

To Marshall Beard BM2  
 USS Benham DD-796  
 Saved my life.  
 February 10, 1960  
 Shipmates Forever  
 From Ltjg. John Hebbe



AD-6 Official US Navy Photo



**Season's Greetings**



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## There we Were . . . With our Captain's Secrets

By Mac McCroskey

This event occurred either in the late 80's or early 90's. I was flying, maybe the 1011, or more likely, the rope start or 400 747.

It was an 8 to ten day sequence out of San Fran to the far east. First day was SFO to Narita with layover at the Narita View Hotel.

Second day was Narita to Beijing with intermediate stop at Shanghai. Arrived at Beijing late and tired. Went to the [Lido Hotel](#) for layover. After checking in and obtaining room key, started to leave lobby for my room. Was stopped by a young, tall, Chinese bellhop who insisted he would carry my bags to my room. I thought of explaining to him that I belonged to a club of thrifty airline pilots and I would be in danger of being kicked out of the clan if I let him carry my bags. Then I thought, it's a long way to my room, I'm tired and no one will find out, so I said go ahead.



We started to the room and he asked where I was from. I said San Francisco. He replied, the 49ers are my very favorite football team. I was about a 20 year niner season ticket holder – excited to meet a fan in far off China.

On reaching the room I'm thinking you're not supposed to tip in China, but this is a brother niner fan, so I pulled out a dollar bill and offered it to him. He said, we are not allowed to accept tips so I started to put it back in my wallet. He added, however we are allowed to accept samples of foreign currency.

About 5 or 6 days later I was laying over at the [Narita View Hotel](#) before the final leg of the sequence back to SFO. I was sitting at the Crows Nest Bar with another captain, hanger flying and watching airplanes land at Narita while sipping a cold Sapporo.



After the truth serum began to take effect he said, Mac I'd like to make a confession if you'll promise not to tell anyone. I said shoot. He said yesterday I tipped a bellhop 5 bucks. I said tell me about it. He replied I was staying at the Lido Hotel in Beijing and a tall Chinese bellhop insisted on carrying my bags. On the way to my room he asked me where I was from so I told him Chicago. He replied, the Bears are my very favorite football team . . .



### NOTAM

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**If typing, just enter [rupa.org](http://rupa.org) to find the "Change of Address" link on the home page. Include your name too.**

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## There I Was . . . Getting a Good Deal in the Pacific.

### How did I know? The Chief Pilot told me and he likes me

By Ralph Dilullo

When I was hired by Pan Am in Nov. 1965, the chief pilot was Capt. Bob Weeks. Even though I only had two conversations with Capt. Weeks, I found him to be a fine leader, a gentleman, and a great guy. I liked Capt. Weeks. I think he liked me.

It was 2 Jan 1968; I was a 707 First Officer reporting for a trip to Nassau / Rock Sound and back. Capt. Weeks, as most of you know, had a very large office in Hanger 14 where mostly the flight administration was done. He also had a small office right across from Operations at UTB (Pan Am Unit Terminal Building). So, there I was, sitting the pilot's lounge waiting to report, smoking my breakfast cigar, when Capt. Weeks walks in, looks around and walks over to me. Capt. Weeks says, "You Ralph Dilullo?" "Uh, yes sir." He says, "I got a good deal for you, a temporary assignment to San Francisco flying an over the Pacific and Vietnam. You interested?" "Uh yes sir." "Take this trip, then call schedules and they will fix you up."

I think he likes me! How did he know who I was?

It was a good deal, 13 days and 80 hours guaranteed. I flew troops and cargo all over the Pacific where I had never flown before. We hit Hong Kong, Bangkok, Taipei, Honolulu, Guam, Tokyo, Darwin, Saigon and Danang. I loved every minute of it.

I took that temporary assignment from Jan 68 to July 68. In all that flying, there were two flights worth talking, about:

If you remember your history, Jan '68 was the [Tet Offensive](#) in Vietnam. We pulled into Da Nang in a 707 freighter. The Air Force unloaded the plane, serviced and refueled us. We were all buttoned up; the pins were pulled and the chocks removed. We were waiting for a tug to push back when everyone started to run. What the hell is going on? I called the tower. No answer. The three of us looked at each other, and together said, "Let's get out of here." Mortar attack!

Capt. Jake (can't remember his last name, but he was Branch Rickey's son-in-law), backs up the 707 about 15 yards. I swear. He backed up. We taxied out, and pulled onto the active runway behind two fully loaded (rockets and bombs) F-4 Phantoms. They took off and so did we with NO CLEARANCE.



Our next trip was troops in Taipei returning from R&R to Saigon. In the cockpit was an FAA guy going to Saigon. It was my leg. [Tan Son Nhut](#) Airport had been hit the day before, all hell had broken out at the airport. The Pan Am terminal had been hit with a rocket, and a shack was the new terminal. Anyway, we are in a holding pattern about 4,000 feet at the outer marker, while some helos were mopping up at the end of the runway. After holding about 30 minutes on the inbound leg, the tower clears us to land. The captain looks at me, I look at the FAA guy in the jump seat. The captain says, "Can you make it?" "Gear down" I say, "Flaps full, speed brake out, check list."

It was a little scary, but not too bad except just as I flared I realized the speed brake was still extended. I pushed the handle forward and believe it or not, a grease job. Capt. takes over, slows down and taxis off the runway, turns around and says to FAA guy, "He does that all the time." The FAA guy never said a word.

A couple of years later at the Pan Am Terminal checking in for a morning trip, Capt. Weeks saw me and signaled me to come over. He said, "Ralph, we just got authority to fly to Moscow, but you need a Russian Visa. He hands me a form, "What's this?" I say, "The form," he says. I say, "Capt. Weeks, Sir, the only way I want to see Moscow is through a gunsight."

He took back the form, gave me a strange look, and went back into his office. I really think he liked me.

P. S. God, that's almost 55 years ago.... *Ralph*

# ARTICLES

## Cargo receives the Golden Mailbox award



The U.S. military recently presented our Cargo team with the Golden Mailbox award for providing outstanding service to more than one million military members and their families serving around the world. Postal Sales Manager Sylvia Culotta, who is our primary representative for all global military postal, accepted the award on behalf of the United Cargo team.

“The most rewarding part of my job is knowing that I am part of a wonderful team that provides excellent service and support to our military members and their families, especially around the holidays,” said Sylvia.

To ensure the military received exemplary service, members of the Cargo team traveled to military bases worldwide to discuss mail opportunities and quality performance, including visits to England, South Korea, Germany, Spain, Israel and Bahrain.

“I am continually impressed by the consistent work ethic and determination that United exhibits as a whole to service the military mail product, especially during a season when we are moving record high passengers and cargo volumes,” said Postal Network Optimization and Performance Senior Manager Jordan Bykowsky.

With United being a major carrier for military transportation globally, the Cargo team helps keep military families connected by transporting mail between the U.S. and military bases all over the world.

“This award was not just for United Cargo,” said Cargo Vice President Jan Krems. “It reflects the outstanding efforts of pilots, ramp loaders, cargo workers, legal, network operations, scheduling, IT and crew for their fantastic support each day.”

*Way to go Cargo!*

## WE’RE HERE TO HELP

The United Airlines Pilots Retirement Foundation is dedicated to providing support to those with financial needs who are in the United Pilot family. Originally intended for our retired pilots and their spouses, we have expanded our scope to include their expanded families and descendants.

The readers of RUPANEWS could help us help those in need. Spread the word that we are available and let us know if anyone in “our family” could use assistance.

Check our website [www.uaprf.com](http://www.uaprf.com)



# United Airlines temporarily adjusting inflight lavatory policy

Zach Honig / 1 Nov 2020



For years, many airlines have restricted passengers from accessing a lavatory outside of their ticketed cabin.

Generally, crew members cite security as the reason behind that particular policy, though it also has the benefit of limiting traffic in premium cabins — business- and first-class passengers don't have to worry about a constant flow of travelers passing by their seats. On United Airlines, that's about to change.

Last week, United communicated a temporary policy shift, as shared by travel writer Brian Summers, matching an American Airlines policy we uncovered in 2018.

Want more airline-specific news? Sign up for TPG's free new biweekly Aviation newsletter!

As of 1 November, customers will be permitted to access a lavatory outside of their ticketed cabin. The move seems intended to help minimise congregating in the aisle, and, according to Summers' tweet, was reviewed by medical experts as part of United's partnership with the Cleveland Clinic.

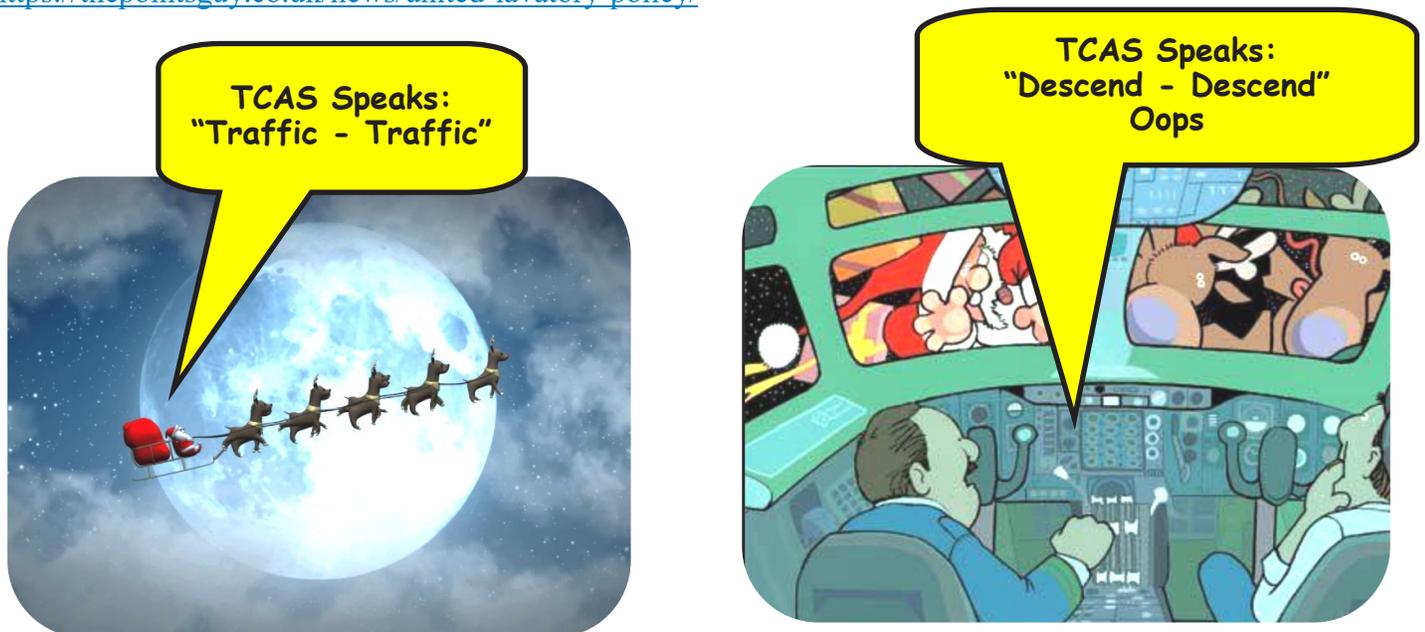
A United spokesperson confirmed the shift, explaining:

We're continuously looking at new ways to enhance safety for everyone on board the aircraft and based on feedback from both our flight attendants and customers, we're temporarily updating our lavatory usage policy beginning 1 November. The updated policy allows our flight attendants more flexibility to let customers use another lavatory during certain situations. That may include when there is a line for one lav but not another, when the service cart is in the aisle, etc. We'll continue to ask customers to use the lavatory in their cabin via an onboard announcement, but we've added "when possible" to the announcement in order to reflect the increased flexibility.

United's making it clear that this adjustment is temporary. While the airline's statement stops short of confirming that the shift is a COVID-19 safety measure, it wouldn't be unreasonable to assume a connection.

One thing is clear, though — for as long as this new policy is in effect, if there's a long wait for the economy lavatory, it can't hurt to ask to use the one up front, instead.

<https://thepointsguy.co.uk/news/united-lavatory-policy/>



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# United moves to contactless onboard payments, will resume Buy On-Board service

Matthew Klint 2 Nov 2020

## United Airlines Buy-On-Board Service Returns To Select Denver Flights

First noted by Zach Griff and confirmed by Live and Let's Fly, the buy-on-board service will only be available on flights departing Denver (DEN) to:

- Boston (BOS)
- Chicago O'Hare (ORD)
- Honolulu (HNL)
- Houston (IAH)
- Los Angeles (LAX)
- Newark (EWR)
- San Francisco (SFO)
- Washington Dulles (IAD)
- Washington National (DCA)



It will be limited to beer, wine, snacks (like potato chips and gummy bears), and snack boxes. The plan is to offer this service on more flights if the trial goes well.

Prior to the pandemic, MileagePlus Premier 1K members received a complimentary snack and alcoholic beverage when traveling in economy class. This will return on these flights.

### United Airlines Will Require Contactless Payment

Others will have to pay for snack and alcoholic beverage choices by storing a payment with their United Airlines profile (this can be done either online or via the United app). Flight attendants will pull up your profile if you wish to purchase something and charge the credit card through their United-issued iPhone.

Even if you are not a MileagePlus member, you can store a credit card linked to your reservation during check-in.

As long as internet is working on the flight, this can be added even once you are in the air since the use of web services on united.com and the United mobile app are free of charge. United will not accept cards onboard during the trial and also is not equipped to accept popular contactless payments like Apple Pay.

### CONCLUSION

With all the onboard brawls lately, I'm not sure if the resumption of beer and wine sales onboard is a good thing, but it is nice that passengers who neglect to purchase food while in the airport will not be left to go hungry during the flight. Hopefully this pilot program will expand beyond nine routes from Denver before the holidays.



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## Reminder: Employees get 20 percent off onboard purchases

by Marie Reinke Gray / Flying Together

As employees of United, one of the privileges we enjoy is a 20 percent discount on products we buy on board: food, beverages, Economy Plus upgrades, and tablet rentals. All you have to do is show your employee badge to the flight attendant when you give your credit card for payment. Please ensure you pay for any buy on board products you receive on board.

Here are the details:

The discount is available on all mainline and United Express flights.

Active United employees and retirees are eligible. (United Express employees are not eligible.)

Enrolled friends and travel eligibles can take advantage of the discount if they are traveling with the employee and the purchase is on the same transaction.

The discount applies to everything purchased through the Link handheld device, which doesn't include DirecTV or Wi-Fi. You can get a separate discount on DirecTV when you purchase in advance. Click here for more information.

**Editor's Note.** (This is not an endorsement) If you use the Chase United Explorer MileagePlus credit card to make purchases, you get an additional 25% off the credit card statement.

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## Study Finds Pilots' Brains Work Differently

Russ Niles / Avweb.com



Medical science has now confirmed what your family and friends have been telling you since the first time you strapped in and maybe before that. Your brain works differently than that of non-flying folks and contrary to what those in your immediate bubble might think, that's actually a good thing, well mostly.

Chinese researchers [have determined](#) that the brains of pilots are wired differently to deal with the unique environment of the cockpit. The researchers determined that pilots' brains have greater connections between the "central executive network," which is the part of the brain that makes sense of various bits of information, and the parts of the brain supplying the raw data. That's the good thing. It "might enable the network to have more diverse functions," which helps put all the various inputs from instruments, the radio, the sight picture and others in the cockpit into coherence.

"Pilots are always working in complex, dynamic environments. Flying is now not so much a 'physical job,' but a high-level cognitive activity," the study said. "The pilot should be completely aware of all conditions in real time, and be ready to deal with various potential emergencies." The tradeoff might have something to do with what your partner whispers in your ear at parties although he or she probably expresses it more colorfully than the scientific explanation. While the central executive network is synthesizing all that diverse data, there seems to be a decreased level of "internal connectivity." That, said the researchers, is "associated with self-control and appraisal of threatening stimuli." The study involved 14 flight instructors at the Civil Aviation Flight University of China and 12 first officers from Chinese airlines whose brains were watched in action on imaging equipment.

More info here : [https://www.psypost.org/2020/11/neuroscience-studies-suggest-that-pilots-display-a-unique-pattern-of-brain-functional-connectivity-58545?fbclid=IwAR2deV9LVh0Ve\\_vjmrin4-A52TEmlUcwDqCUZm5Q27DZqZEsVyoT1a97eZ8](https://www.psypost.org/2020/11/neuroscience-studies-suggest-that-pilots-display-a-unique-pattern-of-brain-functional-connectivity-58545?fbclid=IwAR2deV9LVh0Ve_vjmrin4-A52TEmlUcwDqCUZm5Q27DZqZEsVyoT1a97eZ8)



## Zoono Microbe Shield expanding to all aircraft

Flying Together November 5, 2020

After a successful test period of the Zoono Microbe Shield on cabin interiors, including seats, tray tables, armrests, overhead bins and lavatories over the last several months, we are ready to expand its use to the entire mainline and United Express (UAX) fleet.

On Nov. 9, we will apply the antimicrobial coating overnight every seven days using electrostatic sprayers. We'll continue to use electrostatic spray disinfectant in the cabin before every departure.

The antimicrobial coating is an added layer of protection that complements our existing electrostatic spraying regimen and our rigorous cleaning procedures. It works by bonding to surfaces and creating a protective layer that, once dry, resembles microscopic pins, which rupture cell walls and membranes when microbes come in contact with them. The chemical is registered with the EPA and has been approved for use on our aircraft after review by United's Safety Department and our Product Review Board.

## United, meet the Zoono Microbe Shield

Flying Together September 16, 2020

On Wednesday, we announced that we are adding Zoono Microbe Shield, an EPA-registered antimicrobial coating that forms a long-lasting bond with surfaces and inhibits the growth of microbes, as an addition to the extensive safety and cleaning procedures we already have in place as part of our [United CleanPlus](#) efforts.

The Zoono Microbe Shield works by bonding to surfaces and creates a protective layer that resembles microscopic pins that once dry, rupture cell walls and membranes when microbes come in contact with them. The chemical is classified by the EPA as Category IV, which is the lowest level of toxicity.

We are currently applying the coating each week at ORD on more than 30 aircraft to seats, tray tables, armrests, overhead bins, lavatories and crew stations. We expect to apply the Zoono Microbe Shield to our entire mainline and express fleet before the end of the year at each of our hubs as well as BOS (Boston), CLE (Cleveland) and LAS (Las Vegas).

"This long-lasting, antimicrobial spray adds an extra level of protection on our aircraft to help better protect our employees and customers," said Chief Customer Officer and SVP Toby Enqvist. "As part of our layered approach to safety, antimicrobials are an effective complement to our hospital-grade HEPA air filtration system, mandatory mask policy for customers and daily electrostatic spraying. We've overhauled our policies and procedures and continue to implement new, innovative solutions that deliver a safer onboard experience."

When we deep clean an aircraft, we will use the NovaRover, which is designed to apply a super fine mist of the antimicrobial that coats all surfaces in a 12-foot radius with a single spray. We will apply the antimicrobial to the aircraft overnight every seven days using electrostatic sprayers to refresh and fortify the protective layer, while continuing to electrostatic spray disinfectant to the aircraft cabin before almost every departure.

The antimicrobial coating is created by Zoono Group Limited—a New Zealand Company—and is distributed in the U.S. by [MicroSonic Solutions](#).

"MicroSonic is proud to provide United with the most advanced application of antimicrobial protection for their aircraft," said MicroSonic President Mick Federico. "Our proprietary NovaRover system combined with Zoono Microbe Shield will deliver an additional effective layer of microbial protection, reassuring customers and crew that the environment inside United aircraft is safer and cleaner."

Watch and learn more about it all in a video on ABC's "Good Morning America" Click [here](#).

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# New 787 Problems Spotlight Boeing's Quality Issues

Sean Broderick Guy Norris AviationWeek.com September 03, 2020



Two issues affecting Boeing 787 rear fuselage sections were introduced during production in Boeing's Charleston, South Carolina, facility.

Production mistakes on scores of Boeing 787s will intensify scrutiny of the manufacturer's quality-control capability and could place it in violation of a 2015 agreement with the FAA triggered by other manufacturing problems, including some on the 787 program.

- Boeing confirms two new 787 production issues
- Hundreds of aircraft could be affected

Credit: Sean Broderick AW&ST

Boeing has discovered two seemingly unrelated defects introduced in composite fuselage sections during 787 production. A source with knowledge of the issues confirms the more prevalent issue involves shims, or material added during assembly to fill gaps between structures or adjust how pieces fit together to ensure tolerances are met.

The composite material that makes up the 787 fuselage is extremely stiff when cured. Achieving the correct corner angle between the cured part and final shape is hard to control, so shimming is used to make parts of the 787 fuselage sections mate together. In some 787s, Boeing found the shims are not the correct size.

The second defect is an out-of-tolerance problem with the fuselage's inner mold line. The defect areas exceed Boeing's 0.005-in. tolerance limit for flatness, the source says.

Boeing determined eight 787s have both defects, which together make those aircraft susceptible to structural failure at loads they should be able to withstand. This prompted Boeing to tell affected operators to ground the aircraft for immediate inspection and likely repairs that will take at least two weeks per airframe. The production issues were first reported by *The Air Current*.

The manufacturer declines to say how many of the 980 787s built so far have one of the two defects. The source with knowledge of the issue confirms that "many" airframes are affected, while a second industry source says the figure is "several hundred." Boeing acknowledges there are two separate issues but declines to discuss their scope beyond acknowledging that eight aircraft have both.

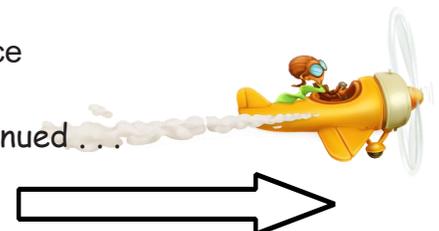
"Boeing has identified two distinct manufacturing issues in the join of certain 787 aft body fuselage sections, which, in combination, result in a condition that does not meet our design standards," the company says. The issues were discovered during a "regular" production-system audit "as part of our quality management system," Boeing says, adding that it informed the FAA and is working to determine each issue's "root cause."

The agency has said little publicly.

"The FAA is aware of the matter and continues to engage with Boeing," an agency statement says. Neither problem on its own creates an immediate safety-of-flight issue, Boeing says.

"Individually, these issues, while not up to specifications, still meet limit load conditions. No immediate action is required for the rest of the fleet," the manufacturer says. "We are analyzing data on the in-service fleet to determine if action is required, potentially including more frequent inspection or rework. It could also be determined that no further action is required if the condition is found to not impact the longevity of the structure."

Continued . . .



Half the 787's airframe by weight consists of carbon-fiber-reinforced plastic and other composites, which was groundbreaking at the time it entered production. Known issues in a few hundred 787 fuselages in service could provide some of the most comprehensive information to date on how defects progress in pressurized composite airframe structures.

“Aluminum has been around [in airplane design] for 100 years,” one veteran materials engineer and nondestructive testing expert says. “We have a lot of experience with it. Composite structures—we don't have that history. There's a big learning curve . . . on these airframes. We can speculate, but we don't know for sure.”

The latest 787 defects affect the join between the 787's two composite aft fuselage sections, known as Section 47, which is pressurized, and Section 48, which is unpressurized and supports the empennage, or tail, section. Both sections are made in Boeing's Charleston, South Carolina, manufacturing facility, which it purchased from Vought Aircraft in 2009. The sections are then



joined and moved to one of the two 787 final assembly lines—either in Charleston, which assembles all 787 variants, or in Everett, Washington, which assembles 787-8s and 787-9s.

The 787 program has been beset with several manufacturing and production-line quality issues as well as a lithium-ion battery overheating problem that led to the fleet's grounding in 2014. Credit: Sean Broderick/AW&ST

Boeing has dealt with 787 fuselage-shimming problems in the past. A 2014 FAA review of 787 design, certification and manufacturing states that Boeing “identified a significantly higher number of nonconformances related to shimming as compared to other fuselage sections” with similar design features. “Aft fuselage shimming issues were identified in production and in the full-scale fatigue test,” explains the report, prompted by overheating incidents of in-service lithium-ion batteries that led to the fleet's 123-day grounding in 2014.

Although most of the shim problems were found and corrected before delivery, five aircraft entered service with “potentially discrepant shims,” leading Boeing to issue an alert service bulletin to ensure they were fixed. The 2014 report cited “a lack of clarity and verification for certain fuel coupling installation requirements” for the problems, adding that they did not comply with Boeing's quality management system.

Word of new, extensive production issues expands on a long-running series of quality-control deficiencies that have affected several Boeing aircraft programs. In December 2015, Boeing and the FAA agreed to a settlement after the agency dug into two main issues—using noncompliant fasteners and missing deadlines for providing instructions on the installation of fuel tank inerting systems. During the FAA's probe of those issues, 11 others came to light, including some “production quality-control problems,” the agency said in its 2015 announcement of the settlement.

One issue involved incorrectly installed 787 engine fuel feed manifold couplings. Boeing found three problems with coupling assemblies—incorrectly installed or missing O-rings, lock wires and fastener retaining rings. In November 2012, Boeing revealed that 38 of the first 787s built had at least one of the flaws, and 31 had all three. Fuel leaks on at least two in-service aircraft were traced to the problem, prompting the FAA to issue an immediately effective airworthiness directive in December 2012.



Under the settlement agreement, Boeing agreed to pay \$12 million—half of what the FAA proposed—and commit to a series of process improvements. Among them was using a safety management system to “proactively seek continual process improvements and correct undesired conditions,” the agreement says. It also requires Boeing Commercial Airplanes (BCA) to “implement improvements to processes to ensure that assembly installations that have been affected by process or design changes continue to conform to type design.”

The agreement’s “performance period” lasts through January 2021. “In the event that BCA does not meet its commitments under this agreement, BCA and the FAA agree that BCA shall be subject to additional civil penalties up to \$24 million,” states the agreement, made public following a 2017 Freedom of Information Act request by *The Seattle Times*.



Boeing has not said how many of the nearly 1,000 787s produced have one of the production issues, but sources tell Aviation Week that it is potentially several hundred. Credit: Sean Broderick/AW&ST

Boeing’s latest 787 problems come as it grapples with ongoing quality control issues on its KC-46 tanker and 737 MAX programs. In both cases, numerous instances of tools and other foreign object debris (FOD) left inside completed aircraft have drawn scrutiny and concern.

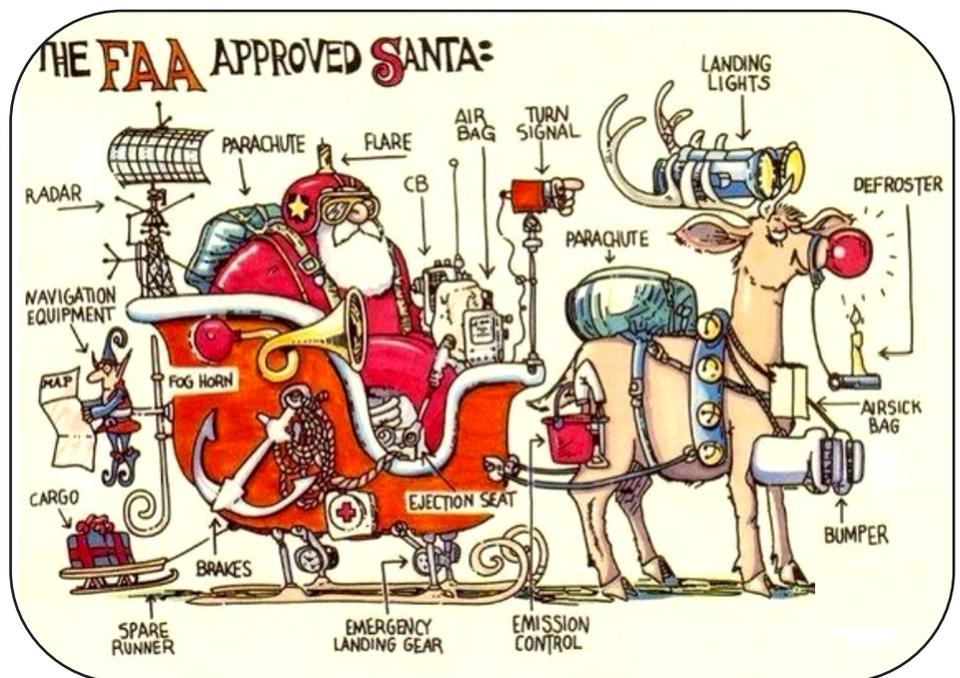
The U.S. Air Force has halted deliveries of the 767-derivative KC-46 multiple times due to FOD discovered during both routine production and nonroutine rework. The FOD issue is one of several that has hampered the program.

Boeing in recent months made changes to its 737 production line to combat rampant FOD issues discovered in 737 MAX fuel tanks. The model has been grounded since March 2019 to correct design- and training-related shortcomings linked to two fatal accidents in five months, and production was briefly paused earlier this year.

The fallout from the MAX accidents and prolonged grounding have prompted Boeing to make a series of organizational changes aimed at elevating safety concerns to the top of the company and ensuring aircraft are built as designed. One emphasis is granting—many would say returning—more influence to engineers, in part by reorganizing them out of business units and under one line of leadership.

“I believe that the alignment of our company—the centerpiece being the [single] engineering function with its eye on safety—will have the authority and the charter” to drive cross-the-

board improvements, CEO David Calhoun told Aviation Week in July. The Boeing boss is confident the revamped approach gives the right internal stakeholders “the ownership and the visibility to get ahead of issues, as opposed to catching up to them.”



# Returning MAX To Service Requires Maintenance Changes

Sean Broderick November 04, 2020



The 737 MAX's return to revenue service will bring small changes to the model's maintenance program.

Credit: Joepriesaviation.net

Most of the changes Boeing is making to the 737 MAX family in the wake of two fatal accidents and a 19-month grounding affect flight operations, but the fleet's return will bring some changes to maintenance programs as well.

The major technical change for the MAX is revised flight control computer (FCC) software. One change is a revamped Maneuvering Characteristics

Augmentation System (MCAS) flight control law, a function of the speed trim system (STS) that provides automatic nose-down horizontal stabilizer inputs in certain flight profiles. The software changes also add redundancy through FCC cross-monitoring.

The software revisions prompted a working group—including representatives from Boeing, several airlines, the FAA and Transport Canada—to review parts of the MAX maintenance program. Among the issues reviewed were Maintenance Significant Items (MSI) developed through the Maintenance Steering Group-3 process used to determine maintenance tasks and intervals.

The review led to one additional task: an operational or built-in test-equipment check of the MCAS signal to the horizontal stabilizer trim motor every 6,000 flight hours. The new task is part of MSI-22-11, Autoflight/Digital Flight Control System and was approved by an industry steering committee for inclusion in the 737-8/9 Maintenance Review Board Report, the FAA says.

Besides the new task, 737 MAX-family maintenance manuals will include more descriptions of systems linked to the MCAS and how it functions. Unlike the original MAX flight crew manuals, which did not include discussion of the MCAS, revised maintenance documentation references the system as part of troubleshooting. Boeing's revisions include adding significant detail to both flight crew and maintenance manuals about the MCAS's functionality.

In addition to the airplane maintenance manual changes, the Collins Aerospace component manual for the angle-of-attack (AOA) sensors include a final check "intended to prevent a repair shop instrumentation error," the FAA says. Both MAX fatal accident sequences that led to the model's grounding—Lion Air Flight 610 in October 2018 and Ethiopian Airlines Flight 302 in March 2019—started with faulty AOA data inputs to the FCC, triggering the MCAS when it was not needed and resulting in uncontrollable dives. Investigators determined the Lion Air 737-8's left-side AOA was improperly calibrated during a repair at a third-party repair station.

An advertisement for NORAD Tracks Santa. On the left, a yellow arrow points right with the text "For the 'kids'" and a blue link "Click to Track Santa". In the center is a cartoon illustration of Santa Claus. To the right, the text "Track with us!" is written in blue. Below it, "NORAD" is written in large green letters with a globe as the letter 'O'. Underneath "NORAD" is a red banner with "TRACKS SANTA" in white. At the bottom, the website "www.noradsanta.org" is written in blue. A small NORAD logo is also visible.

The software changes and broader flight control system reviews prompted several master minimum equipment list (MMEL) changes that the FAA published earlier this year. The most significant operational issue is that MAX-family aircraft must have both of the dual FCCs, including auto-pilots, operational for dispatch.

The original MAX MMEL, approved in 2018, allowed dispatch without either autopilot functioning so long as the planned route times were not too long, routes and approaches avoided airspace that require an autopilot, and the pilots assigned to the aircraft, who would face higher workloads when hand-flying, did not object. All other 737s have similar conditions.

Other changes to the MAX MMEL require an operational STS, certain STS warning lights and a functioning Autopilot Disengage Aural Warning System.

Two of the warnings now required to be functional for dispatch are the Speed Trim Fail and Stab Out-of-Trim lights.

“The updated FCC software uses existing maintenance messages to trigger the Speed Trim Fail and Stab Out of Trim warning light for internal faults to the FCC,” the FAA says. “For certain potential AOA failures, such as physical failure due to damage or a miscalibration, the updated FCC software reduces crew workload by inhibiting MCAS activation and presenting the Speed Trim Fail alert (which has no associated crew tasks).”

The grounding of the 385-aircraft MAX fleet has been prolonged by regulators seeking more changes and more validation that certain failures do not present safety-of-flight risks.

As of mid-October, prospects for regulatory approvals by year-end looked promising. Flight tests of the revamped software by the FAA, European Union Aviation Safety Agency (EASA) and Transport Canada did not reveal any major issues, and a joint regulatory board signed off on proposed training. The FAA is reviewing more than 220 sets of comments on a proposed return-to-service blueprint, published in a draft airworthiness directive ([Inside MRO September, p. MRO5](#)), that outlines steps operators must take. Once the directive is finalized, operators regulated by agencies that lift MAX operations bans can begin preparing their MAXs for flight, including obtaining approvals for updated flight and maintenance manuals. Boeing can also start updating the 470 MAXs it has built but not yet delivered.

Surrounded by a pack of hungry 737-MAXs, the old DC-8 still has one trick up its sleeve - **flight**.



**You will never know if you have enough, but you will know when you had enough**

# Aviation will need 27,000 new pilots in 2021 as shortage continues despite downturn

By Jon Hemmerdinger / FlightGlobal.com

Despite an industry slump that has seen mass pilot lay-offs, the global civil aviation industry will still require an estimated 27,000 new pilots from the end of 2021, or 264,000 over the coming decade.



That forecast comes from Canadian training and simulator provider CAE, which on 9 November released its latest prediction covering the demand and availability of pilots through 2029.

This year, the number of active pilots has declined year on year by around 87,000 to about 300,000, but will bump up to an estimated 374,000 by the end of 2021, says CAE.

CAE Airbus A350 Simulator

Though still less than 2019 levels, by the end of next year “age-based retirements and attrition” will leave the industry short 27,000 flightcrew, says the study.

That figure will balloon over 10 years to a requirement for more than 264,000 new pilots, CAE says.

“Despite the short-term decline in the number of active pilots due to the impact of Covid-19, the civil aviation industry is expected to require more than 260,000 new pilots over the next decade,” CAE says.

“Fundamental factors influencing pilot demand prior to the Covid-19 outbreak remain unchanged. Age-based retirement and fleet growth were, and are expected to remain, the main drivers of pilot demand.”

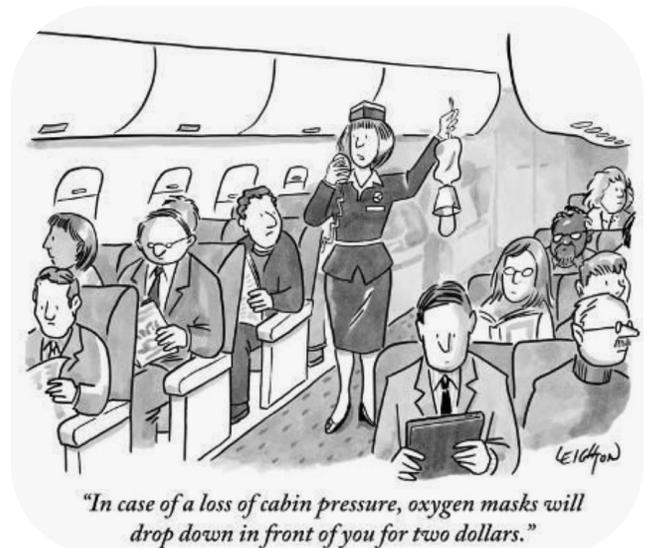
CAE predicts the civil aviation industry will require a total of 484,000 pilots in 2029: an estimated 426,000 for airlines and another 58,000 business jet crews.

Of those, 167,000 pilots will be needed to replace those who are retiring or otherwise leaving the workforce, while the remainder will be needed to meet industry expansion, CAE predicts.

“Thousands of pilots have been furloughed in recent months. Many of them have pivoted to other professions and might not want to resume their pilot careers,” says the report.

The Asia-Pacific region will require the most new pilots – about 91,000 over 10 years, equating to about one-third of total demand. North America will need a combined 65,000 new pilots; Europe 42,000; the Middle East 25,000; South and Central America 16,000; and Africa 4,000, CAE projects.

<https://www.flightglobal.com/strategy/aviation-will-need-27000-new-pilots-in-2021-as-shortage-continues-despite-downturn/141036.article>



# Dance, Dance, Dance. It May Help Prevent Falls

By Nicholas Bakalar / The New York Times



Dancing may help prevent falls in the elderly, a review of studies suggests. And the more older people danced, the better.

Researchers combined data from 29 controlled trials in healthy people over 65 of “dance-based mind-motor activities” involving coordinated upright movements, structured through music or rhythm, with distinctive choreography and interactions with other people — in other words, dancing. The studies tested ballroom dancing, folk dancing, line dancing, eurythmics, tai chi and other styles.

Compared with their peers who engaged in walking, seated exercise, general aerobics and other types of exercise, those who engaged in dance-based activities had a 37 percent reduced risk of falling in eight trials, and a 31 percent reduced number of falls in seven other studies. Several trials showed significant advantage over controls in balance and lower body strength, but not upper body strength.

The review, in JAMA Network Open, found that dancing three or more sessions a week, and continuing to do so for 12 to 24 weeks, was associated with greater benefits than shorter interventions.

The lead author, Michèle Mattle, a doctoral student at the University of Zurich, pointed out that most trials reported at least 80 percent adherence, which is probably higher than for most other types of exercise programs.

“Participants liked the interventions, and thus they had fun doing them,” she said. “The most important thing for physical activity to have a beneficial effect is that you stick with it — life long.”



I'll have a  
café mocha  
vodka  
valium latte  
to go please.

go do bjesse'



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# Cliches about only being as old as you feel are starting to have scientific backing

By Marlene Cimon



We've heard all the cliches about aging: "You're as young [or old] as you feel." "Age is just a number." "You're not getting older, you're getting better." "Seventy is the new 50." Well-intentioned, perhaps. Offensive, to some. Patronizing, to be sure. But could they be true?

Maybe science has started to catch up with these tired phrases. Researchers have discovered that many people feel good about themselves as they get older.

One study, for example, found that as people get older, they consistently say they feel younger — much younger — than their actual age. Another study examining the attitudes of the offspring of centenarians concluded that the centenarians' children — if they, too, were healthy and long-lived — have a strong sense of purpose and meaning to their lives, compared with the general population. Finally, there is evidence that positive attitudes about aging may reduce the risk of dementia, among the most dreaded consequences of aging.

The results are compelling in the context of negative messages about aging from the media, in the workplace and elsewhere, messages that are far more prevalent than positive communications, according to the researchers.

"Children as young as 3 or 4 have already taken in the age stereotypes of their culture," says Becca Levy, a professor of psychology at Yale whose [study](#) found that older adults with positive beliefs about old age were less likely to develop dementia, including those who are genetically disposed. "These age stereotypes are communicated to children through many sources, ranging from stories to social media. Individuals of all ages can benefit from bolstering their positive images of aging."

William Chopik, an assistant professor of psychology at Michigan State University, agrees. "Negative views about aging are communicated to us early in life, through media, books and movies, and what our friends and family tell us," Chopik says. "These attitudes are present and pervasive already in childhood, so naturally it's hard to enact meaningful change to these attitudes — but that's what we're trying to do at the moment."

Chopik's [study](#), which surveyed more than half a million Americans via the Internet, found that as people got older they nevertheless continued to feel younger than their chronological age.

"Sixty-year-olds felt like they were 46," he says. "Seventy-year-olds felt like they were 53. Eighty-year-olds felt like they were 65. It looks like this is pretty consistent across age groups. People know that they are aging, but they are evaluating themselves and their lives and reporting feeling about 20 percent younger than their current age."

He queried people from ages 10 to 89 and found that views change as they grow older. While people in their 70s and 80s reported feeling younger than their chronological years, teenagers and young adults equated turning 50 with hitting old age. This attitude persists into old age, according to Chopik. When people turn 70, 80 seems old. When someone turns 80, 90 is old, he says.

"Part of that might arise from not wanting to be considered an older adult," Chopik says. "As a result, people could be perpetually pushing what is considered an older adult into the future. It could also arise from people feeling good about themselves and their bodies, and coming to the realization that, because of their negative beliefs about what it must feel like to be an older adult that 'I must not be old.'"

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The [centenarians' offspring study](#) used data from the New England Centenarian Study, which has followed nearly 4,000 centenarians, and some of their siblings and children, since 1994.

Researchers at the Boston University School of Public Health compared healthy and long-living children of centenarians — average age, 82 — with three groups: their spouses, their “birth cohort” (a group whose parents, though born at the same time as the centenarians, lived only into their early 70s) and participants in the [Health and Retirement Study](#), a nationally representative study of more than 30,000 individuals older than 50.

Using a survey that measured psychological well-being, they asked respondents to agree or disagree with such statements as: “I enjoy making plans for the future and working to make them a reality” and “My daily activities often seem trivial and unimportant to me.” They found that children of centenarians expressed more purpose in life than any of the other three groups.

“Aging well is not only escaping or delaying disease,” says co-author Paola Sebastiani, a professor of biostatistics at the Boston University School of Public Health. “Feeling good about your life is important and should be considered an important aspect of healthy aging.”

In her dementia research, Levy evaluated 4,765 older people — average age, 72 — who were free of dementia at the start of the study and followed them for four years. The participants answered a series of questions about their beliefs about aging. “We found [that] those who expressed more-positive age beliefs at baseline were less likely to develop dementia . . . than those who expressed more-negative age beliefs,” Levy said.

This protective effect was found for all participants, including those who carry the E4 variant of the gene APOE, which raises their dementia risk. About a quarter of Americans carry this variant, although only 47 percent of them develop dementia, she said. The reason the remaining 53 percent never develop dementia is unknown.

The APOE E4 carriers with positive beliefs about aging had a 2.7 percent risk of developing dementia, compared to a 6.1 percent risk for carriers with negative beliefs, according to the study. (Twenty-six percent of the study participants were carriers.)

“We know . . . that exposing older individuals to negative age stereotypes exacerbates stress, whereas exposing them to positive age stereotypes can act as a buffer against experiencing stress,” Levy says. “It is also known that about half the people with the APOE E4 never develop dementia. Therefore, we thought that it is possible that those who have more-positive age stereotypes — which can reduce stress levels — may have altered genetic expression in later life that reduces the likelihood of developing dementia.”

The results bolster the case “for implementing a public health campaign against ageism and negative age beliefs,” she says. Even “individuals in their 80s and 90s can strengthen their positive images of aging.”

Chopik agrees, pointing out that all too often attitudes about aging arise from anxiety over physical ability, appearance, loneliness or boredom. “However, many studies of older adults debunk these perceptions,” he says. “Older adults live enriching and very active lives — so these perceptions aren’t rooted entirely in reality.”

[https://www.washingtonpost.com/national/health-science/cliches-about-only-being-as-old-as-you-feel-are-starting-to-have-scientific-backing/2018/04/13/4ccd9c4a-3125-11e8-8abc-22a366b72f2d\\_story.html?itid=lk\\_interstitial\\_manual\\_39](https://www.washingtonpost.com/national/health-science/cliches-about-only-being-as-old-as-you-feel-are-starting-to-have-scientific-backing/2018/04/13/4ccd9c4a-3125-11e8-8abc-22a366b72f2d_story.html?itid=lk_interstitial_manual_39)



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## An ageless question: When is someone ‘old’?

Domenic Bahmann for The Washington Post By Steven Petrow



As much as I try to stay in the moment, I sometimes get obsessed with the future — as in, “How much time have I got left?” Not long ago, curious about this life-or-death question, I used the Social Security Administration’s [life expectancy calculator](#) to see how long I might live. Based on my age and gender, the calculator told me I’ve probably got another 22 years ahead of me, that is until I kick the bucket at 83. (Of course, an accident or a serious illness could ruin my calculation.)

Determining my life expectancy, it turns out, led to another conundrum that’s a frequent topic of conversation among my friends: Are we old? Typically, people decide who is “old” based on how many years someone has already lived, not how many more years they can expect to live, or even how physically or cognitively healthy they are. I

will soon turn 62. What does that actually tell you? Not very much, which is why, like many of my sexagenarian friends, I’m apt to claim, “Yes, age is just a number.”

So what does “old” really mean these days?

This isn’t an idle question — not only does the definition of “old” have an outsized impact on how we feel about ourselves (not to mention how others view us) it also matters to policymakers determining how to plan for aging populations.

The United Nations historically has defined older persons as people 60 years or over (sometimes 65). It didn’t matter whether you lived in the United States, China or Senegal, even though life expectancy is drastically different in each of those countries. Nor did it depend on an individual’s functional or cognitive abilities, which can also be widely divergent. Everyone became old at 60. It was as though you walked through a door at midnight on the last day of 59, emerging a completely different person the next morning: an old person.

Demographers Sergei Scherbov and Warren Sanderson at the International Institute for Applied Systems Analysis, who study aging, are evangelists about overturning the one-size-fits-all-across-the-globe definition of old. For nearly 15 years, they’ve been beating the drum that what they call “chronological age” (the number of years lived) is wrongheaded. In their forthcoming book, [“Prospective Longevity: A New Vision of Population Aging,”](#) they write that chronological age “tells us how long we’ve lived so far. In contrast, prospective age is concerned about the future. Everyone with the same prospective age has the same expected remaining years of life.”

At a conference this past winter on population aging, I asked Scherbov the big questions: What makes someone old? It’s not when you turn 60 or 65, he replied, but when your specific life expectancy is 15 years or less. That, he says, is when most people will start to exhibit the signs of aging, which is to say when quality of life takes a turn for the worse.

My first reaction was to do a metaphoric triple axel and shout “hallelujah!” While it’s important to embrace every age — and not just youth — with a life expectancy of 83, or 22 years yet to live, I could honestly claim not to be old. That is, at least for another seven years.

Scherbov explained that young and old are relative notions, and their common reference point is life expectancy.

“Some people may be old at 56, 60 or age 75,” he told me at the Bangkok conference.

As an example, he asked me to imagine a 60-year-old woman in Japan, where life expectancy for women at 88 is the longest in the world; she shouldn’t be considered old until age 73. By contrast, a woman in Sierra Leone, the nation with the shortest life expectancy for women, at 72 years, is considered old at 57.

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“These are very different people,” he says. “They have different life expectancies. . . . They have different cognitive abilities, different physical abilities.”

And how about folks in the United States, I asked? When are we considered old? For women, the old age threshold is about 73; for men, 70.

Scherbov layers his concept of prospective age with another quality, which he calls “characteristic aging.”

“It depends upon the characteristics of people, in which sense they are old,” he says. “Are they cognitively old? Are they physically old? Are they old in terms of their disabilities? It depends.”

With perfect hindsight, it makes sense that “old” would vary between nations, especially between more- and less-developed countries, with differences in education, mortality rates, access to health care and life expectancy.

But who is “old” also varies — widely — between individuals. Based on everything from their genes, diet and exercise habits, whether they’ve smoked and often their socioeconomic status. For kicks, I did an online search for “celebrities who are 70,” which included singers Ozzy Osbourne and Robert Plant. In photos, Osbourne looks much younger, which may be a result of better diet and genes, or more exercise and sleep.

The point, says Scherbov, is that personal age is dependent on our “characteristics” — cognitive abilities, disability, health history and even education levels. Those with more education tend not to smoke, exercise more frequently, have better diets and have regular checkups — and, therefore, live longer, meaning their old-age threshold comes later, says Scherbov.

Erwin Tan, a geriatrician who is director of thought leadership-health division at AARP, also wanted me to understand that “there are tremendous health disparities in the United States, which is why a Zip code is a very strong indicator of one’s life expectancy” and tends to reflect socioeconomic status. (The Robert Wood Johnson Foundation provides a Zip code/life expectancy indicator here: [www.bit.ly/life\\_zipcode](http://www.bit.ly/life_zipcode).)

I decided to try out [Northwestern Mutual Life Insurance’s life span calculator](#), which digs deeper than the Social Security Administration’s version does. This tool asks 13 questions, including most of the characteristics Scherbov mentioned. It calculated that I’ll live until — drumroll, please — 93, which means I won’t cross the threshold to “old” until I’m 78. Playing with the variables the site provides, I could clearly see how one’s family history and personal lifestyle choices made a crucial difference to life expectancy. Eat your veggies! (plus-3 years); don’t exercise at all (minus-3 years); maintain a healthy blood pressure (plus-3); use drugs like cocaine or opioids (minus-8 years).

Looking for one more sign of youth?

Oddly enough, one of the best predictors of illness and even mortality is handgrip strength. Scherbov told me about a [large British study](#) that found, after accounting for age and a wide range of other factors, such as diet, sedentary time and socioeconomic status, that muscle weakness, defined by grip-strength, “was associated with higher overall risk of death and higher risk for specific illnesses.” Weaker grip strengths, the researchers say, were correlated with smoking, lower socioeconomic status, obesity, a diet low in fruits and vegetables, less exercise, and more TV viewing. Thus, longevity.

Now that I’m no longer officially “old,” I plan to hang on tight and live life to the fullest for as long as I can — so pass me those handgrips and stand back.



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## Getting rid of the negative stereotypes — and biases — about aging

Seniors whose view of aging is primarily positive live 7.5 years longer than other seniors.

By Judith Graham



Images/iStockphoto)

What can be done about negative stereotypes that portray older adults as out of touch, useless, feeble, incompetent, pitiful and irrelevant?

With late-night TV comedy shows where supposedly clueless older people are the butt of jokes and with ads for anti-aging creams equating youth with beauty and wrinkles with decay, harsh and unflattering images shape assumptions about aging. Although people may hope for good health and happiness, they tend to believe that growing older involves deterioration and decline, according to reports from the [Reframing Aging Initiative](#).

Dismal expectations can become self-fulfilling as people start experiencing changes associated with growing older — aching knees or problems with hearing, for instance. If a person has internalized negative stereotypes, his or her confidence may be eroded, stress responses activated, motivation diminished ("I'm old, and it's too late to change things") and sense of efficacy ("I can do that") impaired.

Health often suffers as a result, according to studies showing that older adults who hold negative stereotypes tend to walk slowly, experience memory problems and recover less fully from a fall or fracture, among other ramifications. By contrast, seniors whose view of aging is primarily positive [live 7.5 years longer](#) than other seniors.

Can positive images of aging be enhanced and the effects of negative stereotypes reduced? At a recent meeting of the [National Academies of Sciences' Forum on Aging, Disability and Independence](#), experts embraced such steps and offered several suggestions for how they can be advanced:

- **Become aware of implicit biases**, which are automatic, unexamined thoughts. An example: The sight of an older person using a cane might trigger associations with dependency and incompetence.

Forum attendee Charlotte Yeh, chief medical officer for AARP Services, spoke of her experience after being struck by a car and undergoing a lengthy, painful rehabilitation. Limping and using a cane, she routinely found strangers treating her as if she were helpless.

"I would come home feeling terrible about myself," she said. Decorating her cane with ribbons and flowers turned things around. "People were, like, 'Oh, my God, that's so cool,'" said Yeh, who noted that the decorations evoked the positivity associated with creativity instead of the negativity associated with disability.

Implicit biases can be difficult to discover because they coexist with thoughts that seem to clash with them. For example, someone may implicitly feel that "being old is terrible," while explicitly that person may think, "We need to do more, as a society, to value older people." Yet this kind of conflict may go unrecognized.

To identify implicit bias, pay attention to your automatic responses. If you find yourself flinching at the sight of wrinkles when you look in the bathroom mirror, for instance, acknowledge this reaction and then ask yourself, "Why is this upsetting?"

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Use strategies to challenge biases. Patricia Devine, a professor of psychology at the University of Wisconsin at Madison who studies ways to reduce racial prejudice, calls this "tuning in" to habits of mind that usually go unexamined.

Resolving to change these habits isn't enough, she said at the NAS forum: "You need strategies." Her research shows that these strategies are effective:

- **Replace stereotypes.** This entails becoming aware of and then altering responses informed by stereotypes. Instead of assuming a senior with a cane needs your help, for instance, you might ask, "Would you like assistance?" — a question that respects an individual's autonomy.
- **Embrace new images.** This involves thinking about people who don't fit the stereotype you've acknowledged. This could be a group of people (older athletes), a famous person (TV producer Norman Lear, now 95, who just sold a show on aging to NBC) or someone you know (a cherished older friend).
- **Individualize it.** The more we know about people, the less we're likely to think of them as a group characterized by stereotypes. Delve into specifics. What unique challenges does an older person face? How does that person cope day-to-day?
- **Switch perspectives.** This involves imagining yourself as a member of the group you've been stereotyping. What would it be like if strangers patronized you and called you "sweetie" or "dear," for example?
- **Make contact.** Interact with the people you've been stereotyping. Visit and talk with that friend who's now living in a retirement community.

Another strategy — strengthening implicit positive stereotypes — comes from Becca Levy, a professor of epidemiology and psychology at Yale University and a leading researcher in this field.

In a [2016 study](#), she and several colleagues demonstrated that exposing older adults to subliminal positive messages about aging several times over a month improved their mobility and balance — crucial measures of physical function.

The messages were embedded in word blocks that flashed quickly across a computer screen, including descriptors such as "wise," "creative," "spry" and "fit." The weekly sessions were about 15 minutes long, proving that even a relatively short exposure to positive images of aging can make a difference.

At the forum, Levy noted that 196 countries have committed to support the [World Health Organization's fledgling campaign to end](#) discrimination against people because they are old. Bolstering positive images of aging and countering the effect of negative stereotypes need to be central parts of that endeavor, she remarked. It's also something older adults can do, individually, by choosing to focus on what's going well in their lives rather than on what's going wrong.

● **Claim a seat at the table.** "Nothing about us without us" is a clarion call of disability activists, who have demanded that their right to participate fully in society be recognized and made possible by adequate accommodations such as wheelchair ramps. So far, however, seniors haven't similarly insisted on inclusion, making it easier to overlook the ways in which they're marginalized.

At the forum, Kathy Greenlee, vice president of aging and health policy at the Center for Practical Bioethics in Kansas City and a former assistant secretary for aging in the Department of Health and Human Services, called for a new wave of advocacy by and for seniors, saying, "We need more older people talking publicly about themselves and their lives."

"Everybody is battling aging by themselves, reinforcing the notion that how someone ages is that individual's responsibility" rather than a collective responsibility, she explained.

*This column is produced by Kaiser Health News, an editorially independent news service and program of the Kaiser Family Foundation.*

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## In ‘Growing Young,’ author uncovers the less-obvious tactics in the quest for human longevity

Erin Blakemore / Washington Post



Journalist Marta Zaraska

### Want to live longer?

You might want to spend less on exercise equipment and invest more time with friends. That’s the message of [“Growing Young: How Friendship, Optimism, and Kindness Can Help You Live to 100.”](#) a new book by Marta Zaraska that stresses less-obvious tactics in the quest for human longevity.

When Zaraska, a journalist who has written for The Washington Post, delved into the science of long lives, she didn’t find what she expected.

“My situps and kale juice were not as important to my health as I used to think,” she writes. On her worldwide hunt for tactics to extend human lives, she found answers not just in laboratories but in senior centers and “cuddling rooms.”

The book is as much an exploration of longevity’s enemies — loneliness, anxiety, a lack of supportive social networks, a lack of purpose — as its boosters.

Take pessimism: In 2009, researchers [found](#) that women with cynical hostility, a personality trait defined by pessimism and mistrust, were more likely to develop coronary heart disease and die prematurely.

Last year, another study [found](#) that optimistic men and women have 11 to 15 percent longer life spans than their counterparts. They characterized optimism as “a psychological resource that promotes health and longevity.”

Brief interventions such as meditation, volunteerism and a spiritual practice are all [associated](#) with increased optimism, and Zaraska points out that it’s a skill that can be learned.

Other boosters have to do with the company we keep, and Zaraska dives into statistics that associate marriage with longer life spans and friendship with greater well-being. According to the Centers for Disease Control and Prevention, 1,443 unmarried adults per 100,000 [died](#) in 2017, vs. just 779 married people per 100,000. It’s still unclear whether that disparity exists because marriage actually protects against death or healthy people are more likely to marry.

Either way, Zaraska’s research reveals that long lives are rich and meaningful.

“It’s time we recognize that improving our social lives and cultivating our minds can be at least as important for health and longevity as are diet and exercise,” she writes. “When you grow as a person, chances are, you will also grow young.”

[https://www.washingtonpost.com/health/in-growing-young-author-uncovers-the-less-obvious-tactics-in-the-quest-for-human-longevity/2020/06/04/13b7a88e-a5da-11ea-b619-3f9133bbb482\\_story.html](https://www.washingtonpost.com/health/in-growing-young-author-uncovers-the-less-obvious-tactics-in-the-quest-for-human-longevity/2020/06/04/13b7a88e-a5da-11ea-b619-3f9133bbb482_story.html)

Helicopter pilots are different from airplane pilots.

Airplane pilots are open, clear-eyed, buoyant extroverts.

Helicopter pilots are brooders, introspective anticipators of trouble. They know if something bad has not happened, it is about to.

# LETTERS

## Ron Huffman - Enumclaw, WA

This is Barbara Huffman writing Ron's update for all the RUPA friends and family.

January 2021 will be 36 years since Ron's debilitating stroke- at age 46.

He had enough sick leave accumulated to officially retire 14 months later.

Ron has slowed down due to the stroke and some femur repairs and knee replacement.

He does do some Starbuck's drive through for his coffee. However, he really misses his "drinking buddies"!

As with all others, we have been social distancing, masking, and using good hygiene while we anticipate a safe and effective COVID19 vaccine.

We did make a trip to Honolulu in February to visit our brother in law who was in the final stages of esophageal cancer.

Such a cruel disease!

Our son-in-law has just been laid off from Emirates Airlines in Dubai. As with most current pilots, the future is so uncertain.

He has flown the A 380 which hold lots of travelers- who are not flying now.

One of our grandsons is in the Navy at Pensacola Naval Air Station learning to fly in the T6.

He actually is the son of the Emirates' pilot.

We very much enjoy the diligent work of the rupa news staff for the interesting and educational articles.

Also the cartoons! Thanks to all!

All keep well.

May 2021 be a better year!

*Ron Huffman*



## Larry Horton – Port Orange, FL

This completes my 30<sup>th</sup> year of retirement and now it's time to collect my thoughts and give an accounting of this past year. Early in the year we traveled to New Orleans to visit the WWII museum, a very worthwhile trip for those who have not been there. When the lock down for covid-19 was implemented our travels came to a halt. Thus far Janet and I have been spared from the virus and have been blessed with a year of good health.

Other than the restrictions imposed by the pandemic, this has been a year of transition for me. I have finally given up flying after 70 years.

I did not stop because I wanted to or had to. I stopped because all of the aviation insurance companies decided that once you are in your eighties they will hike the cost of aircraft hull insurance each year until you say "I have had enough. The cost of having fun is too high".

I have owned Bonanzas for 48 years and this one for 21 years. It broke my heart when I saw it fly away without me in the left seat but I have many great memories and life goes on.



I want to give a shout out to all who make this journal possible. I understand this is your 53<sup>rd</sup> year without a pay raise. Thank you for what you do.

*Larry Horton*

DCA-ORD

*All engine sounds are magnified  
over the ocean*

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## Ross “Benny” Benedict – Glenn Ellyn, IL

Annual fall letter on behalf of Ross 'Benny' Benedict. MDW, ORD 1952-1984.

Where does the time go? I'll be 96 this month of November. I never thought about getting old, but here I am! Obviously, an unusual year with Covid19. Contact with family has been very limited. Calls and letters help get through the days. My lunch outings with the 'Lois Club' stopped in March, as well as seeing friends at church weekly. If Ross were here he'd keep busy around our home, helping family with outdoor repairs, reading, spending time fishing and travelling in his RV. I miss him.

Happy news:

Granddaughter Christie and husband Dan; welcomed Georgia Frances Volke on Sept 26, 2020. Georgia's middle name runs in our family, Lois Frances, Carrie Frances (Grandmother in Heaven), Christina Frances and now Georgia. Georgia is cousin to great granddaughter Koltyn Carrie Sugrue (3 yrs old). I'm sure these two little girls will have many fun days, spending time together in years to come.

Grandson Ben married Gina on October 31, 2020. Gina has been at family gatherings for many years, we love having her in our family. Ben (John Benedict Brazier) is also named after family, his grandfathers (John Brazier and Ross Benedict).

So nice to have the younger ones carry on family names.

Until next year! Thank you to all who donate time working on RUPANEWS. In years to come, the younger generations will enjoy going back in time reading all about United. I know I do.

*Lois* (Wife of Ross; He Flew West 2001)

MDW,ORD 1952-1984

DC-3, Convair 340, DC-4, DC-6, DC-7, Caravelle VI-R, DC-8, DC-8-61, 727, DC-10, 747 (qualified 747), retired off favorite DC-10, Ben loved this aircraft)



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## Bill Treichel – Green Valley, AZ

This is the second year my annual report has not been published in the RUPA news.

1. Honestly, I did not work in the 1985 strike.
2. I have paid all my dues for Twenty years.
3. I will admit, I started with Capital airlines in 1958 but I thought all was forgiven.
4. Is it because my report is short, without a lot of B.S., and about my wonderful children and fabulous grandchildren that no one seems interested to read?
5. Maybe because I was based in DEN for 30 years?
6. I deny anything you may have heard about my activities on layovers in HKG and SYD. However, Anything you heard about LON is probably true.
7. Really, I am a nice guy so let's try again.

I have completed 85 orbits of the Sun, 62 orbits married to Barbara. I'm tired. Everything hurts.

I am still playing bad golf and volunteering as a deputy in the Pima County Sheriff's Dept. Life is good here in Arizona.

Hope to be able to report again next year.

Cheer's.

*Bill Treichel*

1958 - 1995. YIP, DEN, LAX but mostly DEN.  
THANX. GUYs FOR ALL YOU DO.

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*Editor's Note.* I have to admit, I had to look up YIP. It's [Willow Run Airport](#), in Ypsilanti, MI and was the major commercial airport until 1958 when the jet age drove traffic to Romulus airfield, the current Detroit Metropolitan Wayne County (DTW). DTW was much closer to Detroit. United moved to DTW in 1966.



United

YIP is the home of the [Yankee Air Museum](#).

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## Dick Goudey – Port Orange, FL

This morning was beautiful here at Spruce Creek. I was sitting in my hangar watching my dog Duffy, a Westie, lounging under the shade of the big oak tree. I had sent in my dues by CC this a.m. but could not think of anything interesting to write in my annual letter.

The airport was very busy. Quite a few planes taxiing around and I could see the traffic on the downwind for runway six. Having sold my Champ a couple of years ago my interest in flying has all but disappeared. Suddenly I had the strangest thought: Could I still fly a B-777 today? What a crazy idea!

I thought this over for a few minutes and came to the conclusion that, yes I could do it even after 23 years. But there was one reservation: Not without the help of all the First Officers who kept me out of trouble on all those long night trips to BA or the Atlantic crossings. The many 737 trips to the mountain states or the southern cities...Although at this point in life I can't remember names like I used to, you know who you are....You guys and ladies were the best! I know you are maybe even retired now for some. I hope your Captain years had the same quality of experience from the right seat as I did.

So much for wacky ideas. but I feel it's overdue to say Thanks to all the flight crew members, flight attendants, dispatchers and flight office people that I had the pleasure of working with during my 32 years at UA.

Cordially,

*Dick Goudey*

EWR, JFK, ORD, IAD, SFO



## Ed Chapman– Jordan, MN

If Thanksgiving is almost here, it must be time to renew!

Started the year off very well with the near-annual hot air ballooning trip to Filzmoos, Austria for a week in the Austrian Alps. Excellent flights, great food, cold beer, hot chocolate, sleigh rides.

Then came March. The virus hasn't found me yet and I'm keeping a (relatively) low profile, so we'll see.

Stay warm And wash your hands!!

*Ed Chapman*

ORDFO

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## Cort de Peyster

14 years in the rear view mirror from mother UAL and still looking down at the grass, with few complaints.

In spite of 2020 and all it's challenges, life and health are great, with optimism high.

Still flying for XOJET, but finally talked them into a reduced sched of 8 on 20 off, almost as good as the old days flying the "Whale"

Family all remain in good health and gainfully employed throughout the "pandemic".

Signed up for 2021 season ski pass at local ski area ( North Star at Tahoe) and hoping CV19 does not shut down the slopes like last season.

Our son Brooks is still lawyering, and daughter Alex is a 5th grade teacher, both living in Seattle. Nancy and I still summer in the San Juan Islands and winter in Reno, using the "Reno Rocket" ([SIAI Marchetti SF-260](#)) for the 3 hour commute.

Thoroughly enjoy monthly issues of RUPA News as well as attending RUPA luncheons, not mention the great job editor Cox does with this fine publication.

If your travels bring you to Reno in winter or the PNW in summer please look us up.

All the best to fellow Ruparians for 2021

Vriendelijke Groet,

*Cort* 1968 - 2006 DCA ORD SFO

# IN MEMORIAM

## James “Jim” Curt Klotz



James (Jim) Curt Klotz, ocean and aviation enthusiast, died at age 88 on August 29, 2020.

Jim was born September 5, 1932 to Mary MacDonald and Curt Emil Klotz in Seattle, Washington. He graduated from Hoquiam High School and joined the US National Guard at age

18 where he served until 1968 receiving an award of recognition of service.

He went to flight school in Fort Rucker, Alabama, which laid the foundation for his passion for aeronautics. Jim was in the National Guard from 1950-1968 during which he performed a helicopter rescue of 25 men from a lumber ship off the coast of Coos Bay. He received a commendation from the Coast Guard and was named Helicopter Pilot of the Year by the Helicopter Association of America.

Jim subsequently flew for Del Smith, owner of Evergreen Aviation and Space Museum, who encouraged him to fly commercially, which he enjoyed as his career with United Airlines until he retired.

Jim was as enthralled with the sea as he was the sky. In retirement, he fulfilled his dream of living full-time on a boat and sailing the Pacific Ocean with his wife Shelley.

His passion for cooking was inspired by his father and was passed on to his children. Some of his family’s fondest memories include him preparing and sharing meals. Among other things, he loved reading, chess, motorcycles, golf, theater, and classical music.

He is survived by his wife, Shelley Klotz of Bend, Oregon, his children Pamela (and her husband, Scott), Michael Klotz, and Kimberly Zapolli, and previous wife and mother of his children, Betty Daub, his sisters Grace Hudtloff and Faith (Gigi) Nardoni, his grandchildren Frederick Johnson, Ashley Trottier, Margaret Bock, Daniel Hiss and Noah Klotz-Clark, and great-grandchildren Alice and Lola Trottier.

There will not be a memorial. Jim’s ashes will be spread by his children.

If you ever hear the 1812 Overture by Tchaikovsky, please think of Jim.

Arrangements were entrusted to Autumn Funerals, Bend, OR



## Art Powers



Art Powers passed away on September 4, 2020, a few days short of being 97. He was in relatively good health for 96 of those years, slipped downhill at the end.

After leaving the navy at the end of WWII Art went to Spartan School of Aeronautics to get his pilot licenses. He was

originally from Kentucky but moved to Ohio for a flight instructor job at the Lima airport. His future wife, Helen, worked in the office at the flight school. They were married in 1948 and celebrated nearly 64 years together before Helen passed away in 2012.

In 1951 Art was hired by United Airlines to be based in Chicago on the DC-3. He flew mostly out of Midway which was conveniently closer to their home than O'Hare. He progressed to the left seat and eventually onto the DC-3, DC-6 then the Convair, moving to California in 1958. He was on the 727 and DC-8 while based in SFO and SEA, and the 747 for his final year.

Art and Helen left the Bay Area for Seattle in the 1970s. They spent many months cruising the islands in one of several boats. They moved to Roseville after he retired in 1983. They were active in their retirement community for many years.

Art's daughter, Debbie Powers Donald, was hired by United in 1978 as a B-737 second officer. She also flew the DC-8 for a year but they were never on the same plane at the same time and did not fly together. Debbie retired as a B-777 captain in 2019.

Art is also survived by another daughter who lives in the Sacramento area.



## Roy Holmes



Roy was born January 19, 1921 in Menahga, Minnesota of Swedish immigrant parents who eventually settled in California's Central Valley.

After graduating from high school and heading for Alaska to make his fortune, he

made it as far as Seattle, but December 7th, 1941 changed his plans forever.

Joining the Army Air Corps he flew the PT-22, BT-13, and AT6 in training then moved on to the Pacific theater flying the P-39, P-40, A-20, A-24, O-47, B-18, B-24 and even the old UC-78 "Bamboo Bomber".

In 1944 he met and married an Army nurse from Schofield Barracks, Ruth Griffin. They had two children, Allan, also a United pilot and Susan, also a nurse.

After the war, in May of 1946, he landed a job with United as a copilot, initially based in Burbank. That began a career of 35 years, a couple of furloughs, domiciled in ORD, SFO, SEA, DEN, BOS and LAX, flying the DC-3, 4, 6 and 7's, CV-340, B-727, and finally retiring on the DC-10 out of LAX. Not done with flying he played around with a Bonanza and Cherokee-6 for a while

In the latter, more stable part of his flying career, Roy and Ruth moved to Escondido where they kept active living on and maintaining their avocado grove. Ruth passed away March 1, 1999 and Roy October 28, 2020. She was 97 and, as he liked to say last week, "I'm 99 and 3 quarters".



## James “Jim” W Murray



A much loved husband, father and grandfather, James Wallace Murray, 77, of Pocasset, MA, passed away on November 12, 2020.

He is survived by his wife of 11 years, Kathleen Flaherty Murray; son James Murray; son John Murray and wife Meghan; grandchildren Jack, Kelli,

Michael, Maggie, Kate and Ryan Murray. He was preceded in death by his first wife of 36 years, Rosemary E. Murray.

Jim was born on January 7, 1943 in Brockton, MA, and resided in Pocasset for the past 31 years, having moved from Wooster, OH in 1989.

He graduated from Brockton High School in 1961 and received a B.S. in Management from Northeastern University in 1966 where he was President of Phi Sigma Kappa Fraternity.

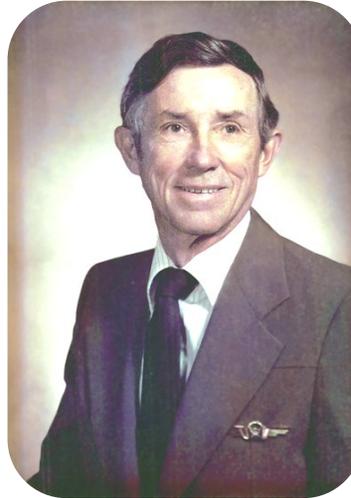
Jim was a pilot in the U.S. Army from 1966 - 1972, served during the Vietnam War and was a proud veteran. After the Army, Jim began his 33 year long career with United Airlines; retiring as a Boeing 777 Captain in 2002.

Jim was a force of wit and pure charm, and his generosity of spirit impacted all who knew him. He loved his home at the Cape, the view of the cove, any animal that crossed his path and every meal spent with family and friends. His clear blue gaze will be sorely missed by all who loved him.



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

## Robert “Bob” Rosebraugh



Bob Rosebraugh passed away on October 26, 2020 . He was a long time resident of Wheaton, Illinois.

Bob was a born in Conway, Iowa May 26, 1922. He grew up on a farm in southern Iowa.

At 19 years old he moved to Des Moines, Iowa where

he met his future wife, Martha Goodspeed.

He enlisted in the Navy V-5 Flight Training Program in July of 1942 and was commissioned an Ensign in 1944. While training in Florida, he flew the F4U Corsair landing on the carrier, the USS Lake Champlain.

He married Martha in February of 1946 and was married for 74 years. He then enrolled at Drake University where he received a degree in business.

Bob joined United Air Lines in 1952 and retired as a captain on Boeing DC-10 after 30 years.



After his retirement from United Air Lines, Bob volunteered as a docent at the Museum of Science and Industry. He loved the game of golf, travel and annual trips to Maui.

Bob is survived by his wife, Martha, children Bob (Melinda) Rosebraugh, Linda (George) Rosebraugh Neill, four grandchildren and six great-grandchildren.

A Celebration of Life will be scheduled in the future when it is safe to gather in groups. In lieu of flowers the family suggests contributions to Disabled American Veterans at [DAV.org](http://DAV.org).

Click [here](#) for an online Obituary with a memorial video.



## Ronald Hector Bouchard



On August 30<sup>th</sup>, 2020 Ronald Hector Bouchard (United Airlines Captain, Ret. 1990) passed away after 90 wonderful years, surrounded by his family. Ron is survived by his wife Marjorie, four daughters, and two grandchildren.

Ron was born in Fall River Mass. on February 24, 1930, where he lived with his parents and brother Ray until his family moved to South Carolina when his father, who worked in the textile industry, was transferred. After, attending catholic high school in Augusta, Georgia, Ron joined the Air force ROTC program at Clemson University pursuing a degree in chemical engineering.



Following graduation in 1952, Ron moved to Texas where he trained to fly F94 jets and subsequently was stationed in Alaska.

Surprisingly, in 1954, Ron left flying briefly to use his engineering experience at Beech Aircraft in Council Grove, Kansas.

But by then, flying was in his blood.

After a short hiatus from flying, Ron joined Capitol Airlines in August 1956, a fortuitous decision, since soon after he met his wife of 61 years who was a Capitol hostess. He remained with Capitol until its acquisition by United Airlines and had a successful career retiring as a DC-10 captain based in New York after 34 years flying. At United, Ron was proud of his role assisting in the Employee Assistance Program.



Fancying himself a gentleman farmer, Ron and Marjorie relocated to a small non-operating dairy farm in Washingtonville NY where they raised their children and experimented in gardening and raising various kinds of poultry.

Ron will be missed and will be remembered for his kindness, humility and ability to tell extremely long stories.

## William "Bill" Edward Northup



William Edward Northup, local artist, retired US Navy and United Airlines pilot, aged 89, died peacefully on October 1st, 2020 in Palm City, FL.

"Bill" was born on June 16, 1931 in Alexandria Bay, NY to Lloyd and Phyllis Northup.

Bill is survived by his wife of 65 years, Jane Elizabeth (née Mance) Northup of Palm City; children Terri Northup, Dail Earl, Nisa Fisher, Kathi Sanford, Lizzie Mari, William J. Northup, and Maggie Northup, 11 grandchildren and 8 great-grandchildren.

US Navy Lt. Commander Northup, retired, of Fighter Squadron VFA-81, also leaves a legacy to American aviation art.

Aycock Funeral Home is handling the cremation. Bill will be interred in his family plot at the Barnes Settlement Cemetery following 'A Celebration of Life' service to be held in the Thousand Islands, NY, at a later date.



**To most people, the sky is the limit.  
To those who love aviation, the sky is home.**

Carol Timmons *	August 2, 2020
James “Jim” Klotz	August 29, 2020
Ronald Hector Bouchard	August 30, 2020
Art Powers	September 4, 2020
William “Bill” E Nortrup	October 1, 2020
Robert “Bob” Rosebraugh	October 26, 2020
Roy Holmes	October 28, 2020
Vaughan “Rick” Bennion *	November 1, 2020
Karl Von Gaillen *	November 5, 2020
Robert “Bob” Lawson	November 5, 2020
Wayne Ryther *	November 7, 2020
James “Jim” Murray	November 12, 2020
Allyn David Poshusta	November 12 ,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*



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## **RUPANEWS Deadline: 15th of Each Month**

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### **RUPA's Monthly Social Calendar**

#### **Arizona**

Phoenix Roadrunners (2<sup>nd</sup> Tuesday)—*Bobby Q Restaurant*—623-566-8188  
Tucson Toros (Dates vary) Contact Randy Ryan for Info—520-797-3912—[randvryan40@msn.com](mailto:randvryan40@msn.com)

#### **California**

Dana Point CA (2<sup>nd</sup> Tuesday)—*Wind & Sea Restaurant*—949-496-2691  
Los Angeles South Bay (2<sup>nd</sup> Thursday, even months) - Location TBA — 310-378-6855  
Monterey Peninsula (2<sup>nd</sup> 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. (2<sup>nd</sup> Tuesday)—*San Marcos CC*—858-449-5285  
San Francisco Bay-Siders (2<sup>nd</sup> Tuesday, 11:00 AM)—*Harry's Hofbrau*, Redwood City, CA—650-349-6590  
San Francisco East Bay Ruparians (2<sup>nd</sup> Wed. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*—925-735-1946  
San Francisco North Bay (1<sup>st</sup> Wednesday)—*Petaluma Sheraton*  
The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*  
Thousand Oaks (2<sup>nd</sup> Thursday on odd months)—*Sunset Terrace, Janns Mall, Thousand Oaks, CA*—805-497-4847

#### **Colorado**

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

#### **Florida**

JAX Area: Florida First Coasters (1<sup>st</sup> Tues. 1300 hrs)—*Loc TBD*—Guests Welcome, Jim Peterson 970-201-6149  
N.E. Florida (3<sup>rd</sup> Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC*—386-760-9736  
Sarasota Sunsetters (2<sup>nd</sup> Tuesday, Jan, Mar, May, Sep, Nov)—*Geckos Bar & Grill*—941-807-6727  
S.E. Florida Treasure Coast Sunbirds (2<sup>nd</sup> Tue.)—*Shrimper's restaurant, Stuart, FL*—561-756-4829  
The Ham Wilson S.E. Florida Gold Coast (2<sup>nd</sup> Thursday)—*Galuppi's Restaurant & Patio Bar*  
S.W. Florida (2<sup>nd</sup> Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers*—239-540-9112  
Tampa, Florida Sundowners (3<sup>rd</sup> Thursday)—*Daddy's Grill*—727-787-5550

#### **Hawaii**

Hawaii Ono Nene's (Date To Be Announced) Call Pat Collins 808-561-8391 *Mid Pacific Country Club*  
Big Island Stargazers (3<sup>rd</sup> Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*—808-315-7912 or 808-334-1883

#### **Illinois**

Greater Chicago Area Group (2<sup>nd</sup> 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 (3<sup>rd</sup> Tuesday) — **TBD**  
Reno's Biggest Little Group (4<sup>th</sup> 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](mailto:psofman@gmail.com)

#### **Ohio**

Cleveland Crazyies (3<sup>rd</sup> 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 (2<sup>nd</sup> 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 (1<sup>st</sup> Tuesday, 12:00) Broken Egg Café , Shenandoah, TX

#### **Washington**

PNW Flyers (To be announced) 916-335-5269  
Seattle Gooney Birds(2<sup>nd</sup> Thursday 11:00AM)—*Airport Marriott*—360-825-1016

#### **Washington D.C.**

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

Dec, 2020 Edition

\$25 Subscription—**Check Renewal Date on Label.**  
**Gauge: It is your Birthday Month.**

**From:**

RUPA  
P.O. Box 757  
Stowe, VT 05672-0757



**To:**



*by Chris "Doc"  
Halliday  
S70*



*by Victor Gutierrez  
IAH*

