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# rupanews



**Journal of the Retired United Pilots Association**



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# Member Photos

Member-submitted layover and work-related photos



EZE. April 2004 by *George E*



SYD. Capt JP Prier by *Don Wolfe*



Kona. 2020. by *Dano Robinson*



Shooting Range near PEK. Mar 2007



PEK. by *George E*



DENTK. Did we pass? by *Don Wolfe*



[About the Cover](#) . . . 747-400 throttle quadrant slightly modified for the new year's cover.



[Member Photos](#) . . . New! Photos from you. Prefer work-related and layovers photos. Include location and date please. **NOTAM**: Limit one photo per member per issue.

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

[Vice President's Letter](#) . . . An interesting story and photos from **WolfMan's** bag of tricks

[Secretary / Treasurer's Letter](#) . . . **John Rains** provides some tips to pay your dues, update your mailing address, and make Directory changes. There's even a checklist for pilot types.

[From the Editor's Desk](#) . . . Editor George explain layout improvements and a new Member Photos section. There are more details in the Editor's report.

[Travel Report](#) . . . Our intrepid traveler, **Pat Palazzolo**, tells us about a Covid Vaccination app.

[United Airlines Historical Foundation](#) . . . Part one of a three-part series about the early airmail service and "*What happens when the Government controls Private Business*".

[Luncheons](#) . . . Luncheons are still mostly grounded. However, there are several "*In the before times* . . ." photos, a Zoom luncheon photo and the Ham Wilson Group had the real thing. The SEA Gooney Birds highlight an input from SEA Ruparian **Steve Burgess** and a link to his 2020 year in review video. Thank you Luncheon Coordinators!

[There I was](#) . . . The incredible stories keep coming in and I now have a queue. As such, arrival slots are in affect and a NOTAM is issued. **NOTAM**. Please keep story limit to 1000 words. A bit less if you have photos.

[Articles](#) . . . We have your regular infusion of industry and UAL related articles. And of course, medical and health related subjects.

[Letters](#) . . . More great annual birthday month letters to let you catch up with other Ruparians. Keep those letters and photos coming. Also, please include your city & state with your letter.

[In Memoriam](#) . . . Remembering RUPA Members who have Flown West.

[Flown West](#) . . . Remembering United Pilots who have Flown West.

[Officers-Board-Chairs-Luncheon Reps](#) . . . Names and email addresses of our leadership.

[Luncheon Information](#) . . . Luncheon locations and points of contact.

[A Look Back](#) . . . Check out the vintage travel posters and *RUPANEWS* magazine covers from 10 & 20 years ago. Reading on-line? If so, simply click on the cover and you'll link to the whole issue.



[Member Photos](#) . . . New! Photos from you. Prefer work-related and layovers photos. Include location and date please. **NOTAM**: Limit one photo per member per issue.

[About the Back Cover](#) . . . Ramp Reflections by **Neil Macapagal** - SFO

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# President's Letter

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



This is my first opportunity to wish you all a very merry New Year. January's edition of the RUPANEWS magazine is dedicated to the RUPA Directory for 2021. I find the Directory to be invaluable and a useful tool when trying to determine contact information of some of our members. As stated in the RUPA Bylaws, the purpose of the organization is to enhance the welfare of and maintain the friendships and association of its members. What better way to maintain these relationships than staying in touch through the data that is provided to us by the work of John Rains and George Cox. John has suggested we go with a stapled edition as opposed to a bound edition as this will reduce our costs and expedite the production of the

Directory.

If I may add, it is a confidential RUPA publication and should be used such. To re-emphasize, the roster is not to be used for the furtherance of any commercial or non-approved activity.

I am enthused by the continuous addition of new members to RUPA.

The following is a list of new members that we would like to recognize:

	<u>New Member</u>	<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
<b>W e l c o m e</b>	Lee A Lovegren	DTK	Hope	Golden, CO
	Dianna M Alsing	SFO		Peoria, AZ
	Richard "Rick" M Lehman	DCA	Betty	Charlottesville, VA
	David "Dave" M Harris	ORD		Kenosha, WI
	Michael George Wagner	ORD	Debra	Eagle, NE
	John William Steinmuller, Jr.	EWR	Marita	Coral Springs, FL
	Kevin Adam Sommers	ORD	Sue	Hermitage, TN
	Robert "Bob" M Baird	EWR	Marina	Sarasota, FL
	Joseph T Gould	EWR	Maureen	Blackwood, NJ
	Edward "Ed" Ager Condit	SFO	Anne-Bent	Redding, CA
	Ted "Zoomsan" Kyle Vanasupa	SFO	Marianne	Reno, NV
	Kathleen "Kathy" Garske	ORD	Al	Lake Geneva, WI
	Mike W O'Neal	DEN	Holly	Evergreen, CO
	Ed C McManus	IAH		Austin, TX
	Joe T Pascale	DCA	Bridgett	Forest, VA
	Anthony "Tony" J Stockman	LAX		Seattle, WA
Ray C Phillips	DEN	Chris	Parker, CO	
John C Malone	IAH	Jo M Mendez	Coral Gables, FL	
Steve C Bonnington	SFO	Nancy	Bainbridge Island, WA	

As such,

I hope you are well! This pandemic has turned into a test of wills and I hope that you are steadfast in not letting it get the best of you physically or mentally. While the elections and Covid-19 have led to much divisiveness and rancor, we remain dedicated to our mission and the common cause of camaraderie and well being. Staying connected during these troubling times has been a major focus. I give credit to our RUPA team and several area reps for grabbing the nettle and using technology to compensate for the loss of physical interaction we cherish. The virtual Zoom meetings started by several luncheon groups have spread to other groups and even opened to members from other groups. RUPA awareness has expanded greatly throughout the active United pilots and retired pilots.



On to aviation news. The Big Four in the aviation industry, DAL, AAL, UAL and LUV may pull the trigger on mergers to consolidate costs as a result of the loss of revenue from the pandemic. There are hints of future mergers and acquisitions. It has been reported that United Airlines may buy JetBlue. United is going back to JFK after an absence of a few years and Jet Blue has a big presence there. At this point in time, most airlines lack the cash on the balance sheets to do a formative deal. But according to Yahoo, some airline executives with the better balance sheets and stomachs of steel may be the reason they have no choice but to strike now on a target.

The DOJ said Boeing has agreed to pay more than \$2.5 billion to resolve a charge that it conspired to defraud the FAA during its review of the 737 Max. David Burns of the DOJ said the crashes exposed fraudulent and deceptive conduct by employees of one of the world's leading commercial airplane manufacturers. Burns stated that "Boeing employees chose the path of profit over candor by concealing material information from the FAA concerning the operation of its 737 Max airplane and engaging in an effort to cover up their deception."

Thank goodness relief is on the way. The airlines are set to get \$15 billion in additional payroll support under the bipartisan \$900 billion coronavirus aid package. Under the new round of aid, carriers would have to call back more than 32,000 workers who were furloughed this past fall.

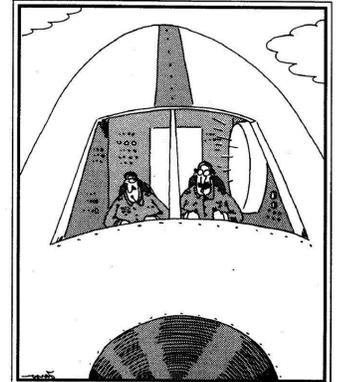
As I sit here and write my thesis to all Ruparians, I cannot stop thinking about the college National Championship game I just watched in my Covid sterile family room with my wife. I am an Ohio State graduate and an avid football supporter of the Buckeyes. Needless to say, Ohio State had their lunch handed to them. They hung with Alabama for about a quarter and a half before running into reality. The Crimson Tide were just much better and were far superior than everyone this past season. Yes, I am bummed. I think a majority of you can understand the feeling. Most of you were probably athletically inclined and most likely participated in some sporting activity at one time or another. Since you were airline pilots, you probably have tremendous hand/eye coordination skills and probably still do to this day. All of which are required to participate in a sport like football. Growing up in Columbus, you had to become a fan of the Ohio State Buckeyes. It became a requirement. In fact, I played four years of high school and some college football in Ohio. It was the thing to do. I wanted to become the next Jim Brown of the Cleveland Browns. Well, that was way above my skill level and beyond reality. I learned something about football in Ohio as a youngster. It is a team sport and is similar to flying for any major airline. You always look out for each other and fight for each other to the end. Well, enough of my ridiculous ranting. It is the spirit of the game that is so important, so they tell me!

As you well know, we have a private group on Facebook called, of all things, Retired United Pilots Association. Every day I follow the posts in our private group and I always get a kick out of what is posted. I would like to compliment Cort de Peyster for a post he made recently.

He found an old CD in his car and it was labeled "Come Fly With Us" by Frank Sinatra. There is a picture of an older United airplane on the CD. I would like to include the cover of that CD in my letter because I think it is so up lifting and the lyrics are even more invigorating. If you get the opportunity, try to download the music. I believe the future of United Airlines is on an upswing and resultantly, so is RUPA.

This country will put this pandemic behind us because of the Covid shots that we all should receive. This music by Frank Sinatra gives me inspiration and, I hope, it does for you also. Very soon we will have our luncheon groups unimpeded by what we have experienced. Stay safe out there.

*Still Flying High,*  
*John Gorczyca*



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## Vice President's Letter

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

Vice Presidents Letter Don Wolfe



I've been fortunate to have a life full of positive role models and mentors. I called upon one of them for a mental tune up during the bankruptcy years; Captain **R.A. "Roy" Seth**. Roy had been one of the original CLR/CRM instructors and we became friends when serving as F/O's on the 747-400. Roy had the gift of knowing the right thing to say at the right time and was my positive attitude guru when I needed one.



Captain Roy Seth

I am one of those pilots that was "all in" on the ESOP. The employees were finally pulling on the same end of the rope as the company and United was doing well. That all ended on 09-11-2001 leading to bankruptcy, pension loss and vaporization of our ESOP stock and 401K's. When pay was cut 41%, I needed a chat with Roy. I took Roy's words and advice to heart, especially the closing statement: "Work within your sphere of influence. Go back in the flight deck and be the best you can be. You'll be surprised where that positive attitude will take you."

I was an LCA on the 747-400 in SFO. Taking Roy's advice I decided to enhance the training experience by creating "*The Deluxe IOE*". The Deluxe IOE included a photo session during the preflight, a 30 day warranty, numerous "don't be this 747 driver" pictures and a crosswind landing video similar to this: <https://www.youtube.com/watch?v=9q2UQqJPwGM>

At the end of the IOE I would ask the pilot to fill out a TK critique. I'd follow up the IOE with an email including their hero shots from the preflight photo op, remind them to fill out the TK critique and let them know that "*IOE warranty extensions*" were available for purchase on future international layovers. (Example: Buy your Old LCA a Beer)

About 6 months later I received a phone call from LCA Boss **Captain Conrad Berdon**. Conrad noted that there had been numerous positive training critiques coming in over the past few months and he was promoting me to an LCA-Q position. This meant that I would be training new LCA's and critiquing fellow LCA's. Not long afterwards Captain Walt Clark came to SFOFO as the new Chief Pilot. Captain Clark is a person with impeccable character and one of the greatest; if not the best leaders I've worked for. I was invited to join three great guys as Flight Managers; **Captain Jack Hareland**, **Captain John Yackus** and **Captain Tad Gordon**. The flight office job put me on the map for the "Line Pilot" seat in the 747 Fleet Week Demo with UAL flight test pilots **Captain George Silverman** and **Captain Joe Sobczak**.



Captain Conrad Berdon

It all began by taking Roy Seth's advice and making a conscience effort to work within my sphere of influence. Roy was correct in stating that I would be surprised where the journey would take me. I feel very fortunate for Roy's friendship and to have experienced those incredible opportunities.

Recently I discovered numerous hero shots from the Deluxe IOE program on my backup hard drive. I've sent several of them to Editor George to be used as he sees fit. I encourage you to grab one of your hero shots from your "I Love Me" wall, scan it and send it in to [The RUPA News](#). We'd love to see your pictures! ([See Editor's tip on page 11](#))

That's it from center seat coach

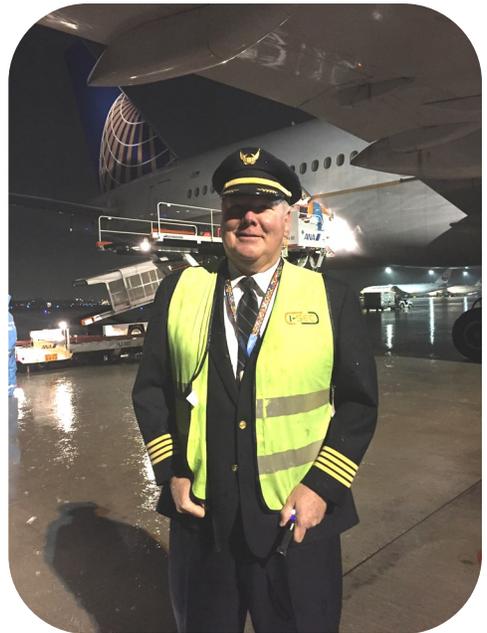
*wm*



“Slight left crosswind” Click photo for video link.



Fleet Week Flyby Click photo for video link.



Larry Buckler



Dave Bullard

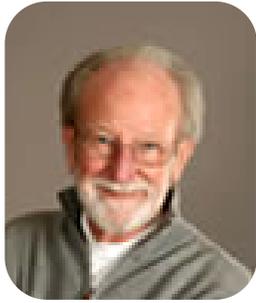


Jeff Davis. 2007

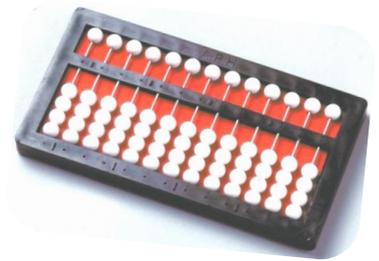
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## Secretary / Treasurer's Letter

John Rains [rupasectr@rupa.org](mailto:rupasectr@rupa.org)



In accordance with RUPA By laws Article 6, section 3, I have provided the Board of Directors a status report of the organization finances. The financial condition of RUPA is doing very well and the report has been approved by the Audit Committee (**Rich Bouska, Cort de Peyster, and Bob Engelman**). If you have any questions let me know.



Thanks to you, things are quiet for me up here in northern Vermont as your Secretary Treasurer. I do not need to go to the post office as often because so many of you have found out how easy it is to pay your dues, make address changes, and get information on the [rupa.org](http://rupa.org) website.

Of the 2,900 active members who belong to this wonderful organization, over 75% use the internet to do business. Over 30% have discovered that you can automate your dues payment by using the recurring payment option on the website.

My goal is to make this position easy for the next guy/gal who takes the job. I turn 80 this month (See my write up later) and plan on doing the job for another few years but things can change and I'm aware of that. So far so good! I'm enjoying both the position and this sensational senior leadership but if someone really wants the job let me know.

So, let me chat about some of the things you can do to make the job easier for me and make it easier for you. If you already know these things just humor me!

**Address change:** I still get letters with an address change. Takes time, costs money, makes me go to the post office.

Better idea! Go to the [rupa.org](http://rupa.org) home page and select "[To submit a change of address](#)". Under *NEW Address and Address Type*, select *Permanent* or *Snowbird* from the dropdown menu. It's faster, less cost, more efficient and keeps me from having to go to the post office

**Dues:** I still get checks. Aarrgghh!



If you must, or don't trust these new-fangled computers, OK. Otherwise, go to the [rupa.org](http://rupa.org) home page and select "[If you would like to pay dues](#)".

Fill that out and note that the numbers do not want a \$ sign. Just the amount. Add a donation if you want and it should fill in the "amount" box.

The small check box below that lets you select automatic recurring annual payments. Any donation will recur as well.

"[Pay now](#)" takes you to our secure credit card service providers website where you can put in your information. One thing to note! *Expiration date* wants 4 digits as in 0121, not with a slash as in 01/21. Simple and you get a receipt that it's been paid, and I get your current information to compare to the database information we have. Very useful for me. If you pay dues and have moved, I'll see the new address and can update your record. Same with email address and phone number!



**Directory:** If you're reading this then you probably got last month's Directory. By now you've checked your information to be sure it's correct. Most common problem is phone number. Some of us have a landline but only a few actually use it. So let me know which number you want to be primary. If you tell me I can fix it and it will be in the directory next year. Spouse can be a sensitive entry. I feel bad when I find out that the spouse's information wasn't included or that the member lost his spouse and we didn't know, etc. All these changes can be sent from the website through the change of address selection. We want it right and so do you!

**RUPANEWS:** George Cox has really updated the magazine. **Cleve Spring** built us a classy product when he was editor and George has put it on steroids. It's in color as an eRUPANEWS and many items are interactive. I recommend it. We still send out the traditional "hard copy" but it will still be in black and white and no ability to select interactive items. George has negotiated a very agreeable price with our printer for doing the cover in color so all 4 of those pages now are much more vibrant, as I'm sure you've discovered again, if you're reading this. George has set it up so that you will automatically get the eRUPANEWS if you're a member. You still get the hard copy and can choose to cancel either one if you want to. Easy.

So that's about it. Main thing is that you can do all this on the website. We're going to take a good hard look at that medium of communication this year so stand by for more good news.

Stay safe out there. Wear your mask, keep your distance, and let's plan for a terrific 2021!



## On-Line Access Checklist:

### Address change:

- Go to [rupa.org](http://rupa.org) home page
- Click: "[To submit a change of address](#)".
  - Personal info ..... Complete
  - Old Address ..... Complete
    - State ..... Select from dropdown
  - New Address
    - Address ..... Complete
    - Address Type ..... Select from dropdown
    - State ..... Select from dropdown
  - Submit ..... Select

### Dues Payment:

- Go to [rupa.org](http://rupa.org) home page
- Click: "[If you would like to pay dues](#)".
  - Personal info ..... Complete
    - State/Provence ..... Select from dropdown
    - Country ..... Select from dropdown
    - Dues Amount ..... Enter without \$ sign
    - Recurring Payment? ..... Select if "Yes"
      - If checked will include recurring donation
  - Pay Now ..... Select
    - Expiration date ..... Enter
      - Note 1: Format = Digits only
      - Note 2: Format = mmyy e.g. 0221

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## **From the Editor's Desk**

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

This is the first issue of the 2021 RUPANews and it's had a bit of a makeover.



- I relocated the items on the inside covers and upgraded those two pages to color. These pages will be for member work-related and layover photos. If this is as popular as the *There I was* . . . segment, I'll be overrun with photos. To give as many members a chance to be published, I will be limiting members to one photo per issue. Send many photos as you like and I'll queue them up.
- I moved the RUPA Officers, Board, Chairs, and Reps page to opposite the Social Calendar page, which I renamed *Luncheon Information* since it more accurately defines the page. Now all names and emails are in one place opposite each other.
- I added a bit more info to the section headers to better explain their function.

**Flightmares!** Ever since retirement I've been having work-related flying dreams. Not nightmares, but they certainly made me edgy. I guess they're not that uncommon and one person on a Facebook employee group coined them Flightmares - I like that. I'll go with that.



Flightmares !

My flightmares are typically breaking FARs. A recurring one is that I'm called to fly a trip but I'm retired and 65+. It seems a new scheduler, coupled with a software upgrade, was the culprit and I get the call. Then there are the low level flying flightmares. In any case, I always wake up before having to sit across from the Feds at the grey table. Dreams are a funny thing and I suspect I miss the aviation life and that's what triggers them.

Anyway, few months ago I started organizing my layover photos and took a trip down memory lane. That is what prompted the "Member Photos" theme that starts with this issue. I know there are a lot of great layover & work-related photos out there so why not share them with other Ruparians? People, places, things; on the ground, in flight, at flight ops, etc.

If I may indulge you with one story. My favorite activity on layovers was to explore. I had no problem catching a bus to wherever, or walking down alleys, or go out looking for non-touristy places, etc. Sometimes I'd explore alone and other times with colleagues. I'd like to share one adventure that was a combination of solo and with a colleague that spanned three years.

**PEK 2007.** I was looking for a shortcut as navigates across town and saw an alley that looked like it would work. As I walked through, I saw three shirtless guys (not unusual in PEK in the Summer) eating and drinking beer. In my best mandarin I said "Cold Beer, very good!". (Bīng PíJiǔ, Hěn hǎo!) That got their attention and they invited me to sit.

My next phrase, as I whipped out a 747 trading card, was "I am a pilot, Boeing 747, America to China." (Wǒ Shì Yī Míng FēiXíngYuán. Boeing Qī Sī Qī, MěiGuó Dào ZhōngGuó). You can see the card on the table.



The "leader" got out his phone and called a buddy who's English was about as good as my Mandarin, but with my trusty English-Chinese pocket translator book, the afternoon went well. Come to find out, these guys were pedicab drivers and were on their lunch break. Being self employed, they took the afternoon off and before you knew it, the table was full of Tsing Tao bottles and food plates. When it was time for me to leave, they offered to transport me anywhere I wanted to go so off we go to the [Dirt Market](#) in a pedicab but I was in the driver's seat.

Watch out BeiJing! An unlicensed Lao Wai is driving a pedicab.

Over the course of a couple layovers I'd text the English speaker and let him know it's time for lunch and meet them. I'd also bring back 8 x 10 color photos I took from my previous trip. Each visit was a hoot. I'd try new foods, meet the neighbors and had a insanely great time.

**PEK 2010.** Fast forward three years to another PEK layover. I had one last picture I wanted to bring back along with a gift. This time I was accompanied by **F/O Becky Griswold**. I tried texting my English speaker but no answer so Becky and I headed out with photo in hand. Our next stop was the Dirt Market.



We showed the picture to several pedicab drivers with no luck, then paydirt!. One guy made several calls and motioned us into his pedicab and away we went. Several block later he pulled up to another pedicab where some pax were just getting in. It was my driver but he didn't recognize me. Then Becky showed him the picture from three years prior. He was ecstatic! He promptly gave his fare to the other driver and pedaled us back to the alley for lunch. However, this time his pedicab was sporting a Colorado license plate I brought. I'm sure it's the only pedicab in PEK with one.

*Editor GeorgeE*



**Tip for sending Photos to the RUPA Editor**  
 Use a document editor. The CamScanner app is one (See below).  
 Then send the photo to the editor at [rupaeditor@rupa.org](mailto:rupaeditor@rupa.org)

**CS**

**Photo Capturing Tip**

One way to send a document if you don't have a scanner is to take a photo with your phone camera and email it.

Even better, use an app like CamScanner. To the right are two photos of last year's Directory taken with the camera in the same position.

Left: Photo without correction.

Right: Photo using CamScanner app. See how it "straightens" out the photo.

*Editor GeorgeE*

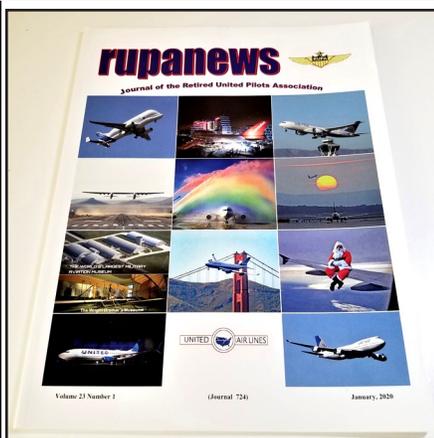


Photo without CamScanner app

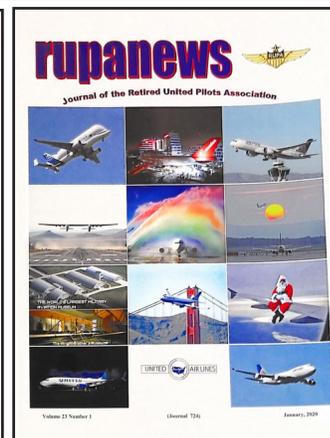


Photo with CamScanner app

Both photos taken from the same location



# *R & I Report*

Retirement and Insurance Information

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

I hope you all had a happy and healthy holiday season and are off to a good start in 2021.

It appears that most all of you are doing well with our Aetna Medicare Advantage and SilverScript coverage. I've only had a couple of people contact me with questions and they were able to quickly resolve them. Following is some useful info.

The number for us to call Aetna is (866) 246-8088 for Medical & Behavioral Health. Our old ID cards had member numbers like W2071 XXXX, and you used to have to present that as well as your Medicare card. Now it's only the Aetna card, with a number something like NVGTNY4T (Not a real number).

If you have claims that haven't been paid, i.e. bills from providers, I suggest you call Aetna. Get them to send you an ID card and an info package. Then ask what to do about filing a claim for what they haven't yet paid to providers, unless you're better than me at finding that info on the Aetna website, which I think is lousy.

When we first switched over to Aetna a couple of years ago from Blue Cross, it took months before they actually got IDs to me and my wife because they didn't show us covered, and that was because United hadn't sent them any info on us. That's when I had to get YBR involved and get them to re-send my info to Aetna. I was able to set up an account on their website and print temporary IDs. The same type of thing happened again this year, and I had to waste hours over a few days to get everyone on the same page.

It's lots easier with the single ID so now the provider doesn't have to file the claim with Medicare, which then paid what they pay and then Medicare would send it to Aetna for their payment. That was a pain, and sometimes took much longer for the provider to get paid, meaning you would get several bills that you had to ignore.

A couple of weeks ago I had to go to CVS for a prescription that my doctor sent to them electronically. I was told at CVS that it needed prior authorization from the doctor. To me, that's crazy. If the doctor didn't authorize it then why would he send the Rx to them? I've run into that before, so I paid and picked it up. Then I couldn't find how to send in a claim on the Silver Script website, which is actually Caremark.com. I had to call and get talked through finding it.



Then I had to print it out and send the form along with the ORIGINAL pharmacy receipt. Not the cash register receipt but the pharmacy receipt and the doctor's NPI number. What is that? It's a national number that each doctor has and I was able to find it on line. The pharmacy receipt is the tag that's stuck on the little box the medication came in, or stapled to the paper bag. It has the doctor's name, the date, the dosage, etc. Luckily I was able to find mine in my recycling bin since I'd already thrown it out.

So don't ever throw those away if you have to pay for an Rx out of pocket. By the way, I always check GoodRx on line. That'll show you how much the RX is at lots of local places, like Walgreens, CVS, Costco, Walmart, etc. Sometimes that cheaper, but usually CVS under our plan is best.

A big, new complaint I have is for something that just popped up, which really doesn't have anything to do with our insurance. Since most providers are now corporate owned, many are not permitted to allow refills on prescriptions they write. That means that each time you need a refill you have to get CVS, or whatever pharmacy you use, to contact the doctor's office to get the prescription refill script. Our doctor's staff is really great, and we were told that they have literally hundreds of calls and/or enotes from pharmacies asking for the refill script. Corporate strikes again. Maybe it's because they hope you'll have to go to the doctor's office again, and get charged for the visit, which goes to the corporations' bottom line. Whatever the reason, the doctors are not happy, and the pharmacies sure aren't either.

The number for Silver Script, which is really Caremark, which owns CVS, is (844) 819-3074.

You should have gotten an info package from Aetna and another from Silver Script at the beginning of the year. If you didn't, you'll have to call both and request them.

That's all for now.

*Bob Engelman*

RUPA R & I



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

## Snowbird NOTAM

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

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



# RUPA Pass Travel Report

Retiree Travel information

**February 2021**

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



**“Please scan your vaccination QR code.”**

Hello fellow aviators,

Several airlines, including United, have developed an app for your phone that will allow you to prove that you have received a COVID vaccination.

It is presently being used to show proof of a negative COVID tests but will shortly be adapted to show proof of vaccination as well.

The app United uses is called *CommonPass*. And there are other apps in use as well.

To make sure that all the apps are compatible with all airlines and governments, the *Covid-19 Credentials Initiative*, a collection of dozens of organizations across five continents is working to help develop a set of universal standards for vaccine credential apps.

The apps will be able to tell you which countries your particular vaccination will allow you to enter and under what conditions. Private business is also expected to use the app to allow people into restaurants, concerts and other events.

While it's clear that the first two vaccines in the west are quite effective in keeping us from getting sick, it remains unclear how effective a vaccine will be in stopping transmission from a vaccinated person to another. In other words, can a vaccinated person still be asymptomatic and spread the virus? No one is sure yet. And until that is clarified it's uncertain how effective the Covid vaccine apps will be.

Cheers,

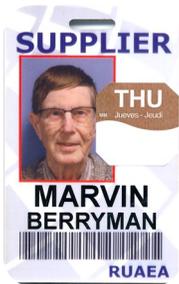
*Pat*

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

## United Airlines Historical Foundation

*"Preserve the Past, Inspire the future"*

[www.uahf.org](http://www.uahf.org)



### What happens when the Government controls Private Business (Part 1 of 3)

In 1927 William Boeing began flying San Francisco - Chicago on an Airmail Contract. In 1928 he added Pacific Air Transport which flew the Los Angeles - Seattle Airmail route. Then in late 1928 Fredrick Rentschler suggested they join their companies.

On February 1, 1929 the United Aircraft & Transportation Corporation (UATC) was formed with Philip Johnson as President, Johnson was also made the President or Vice-President of each of the individual companies and other UATC subsidiaries such as Boeing Airplane Company, Pratt & Whitney Engines, Chance Vought, Hamilton Standard Propeller Co., Sikorsky Aircraft Co. (which then built flying-boats), Stearman Aircraft Co. and Northrop Aircraft Co. Within a year, Stout Air Services was added. On March 31, 1930 National Air Transport was added and three months later Varney Air Lines was acquired.

In July 1931, William Alan "Pat" Patterson was named General Manager of the Air Transport division and he moved from Seattle to Chicago taking charge of the new United Headquarters building at Midway Airport.

At this time, the Air Transport division owned no Airplanes or other equipment, had signed no contracts, had no earnings and was supported by the four Air Transport companies.

This fact was to become important on February 1934 when the Franklin Roosevelt Government abruptly canceled the Mail Contracts effective February 19th.



The government's decision to have Army pilots fly the mail was disastrous. The pilots were unprepared for flying long distances in foul weather and at night. In 78 days, twelve Army pilots died in crashes, ten died in the first 3 weeks.

Roosevelt put the airmail contracts back for bids, but decreed that all Airline Executives who had attended the former Postmaster General Brown's "Spoils Conference" were barred for five years from participation in any future Airmail Contracts.

Money from the Airmail Contracts had been 45 percent of United's total revenue and although increasing steadily, the Passenger, Express and Cargo Revenue fell far short of supporting the Airline. Patterson made the decision to keep all of his Transport Companies flying their full schedules, hoping that additional Passengers, Express and Cargo would replace the lost Mail Revenue. His argument was *"Our Pilots and Ground Crews have to eat ... this is our opportunity to show our people that they are in a Stable Business"*. United lost more than one million dollars (over \$19,500,000 in 2020 dollars) during the quarter that followed, flying with airplanes half-full of passengers. (To be continued)



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 / Local Reports

Check the Luncheon Information page for your area

## Big Island Stargazers

Due to the rise in COVID 19 cases since the Thanksgiving holiday, we decided to forego our luncheons for November and December. We miss our group camaraderie but decided it was best to wait for a healthier time to get together.

Here are two group photos looking back in time to November and December, 2014. Tourists continue to arrive; however, the numbers are way down from the pre-COVID era. If you want to fly to Hawaii, careful planning for the pre-travel COVID test is imperative. For up-to-date information, check out the state's website: <https://hawaiiicovid19.com/travel/getting-to-hawaii>

Stay safe and well!

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

**In the before times - November 2014:**  
Seated L to R: Don Diedrick & Bob Michael

Standing L to R: Linda Morley-Wells, Walt Wells, Maureen & Rich Hurst, Bill & Lauren Cochran, David Carlson, Winfield Chang, Linde Rimkus, Linda Michael, Al Rimkus, Joyce Jordan (HNLSW Ret'd) & Dick Slinn.



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



**In the before times - December 2014:**  
Seated L to R: David Carlson, Linda & Bob Michael, Joyce & John Jordon, Linde Rimkus, Grace Slinn.

Standing L to R: Rich & Maureen Hurst, Bill Graham, Jennifer & Don Diedrick, Al Rimkus, Lauren & Bill Cochran, Linda Morley-Wells, Walt Wells, Winfield Chang, Dick Slinn.

## SFO North Bay Group

The North Bay group met once again via a Zoom meeting, our third time doing this, and as much as we miss our favorite watering hole, the Sheraton Tolay at the Petaluma Marina, it is nice to see the smiling faces of those who join us. **Dick Lammerding** has done a great job in setting these meetings up and we are hoping more of you will join in.

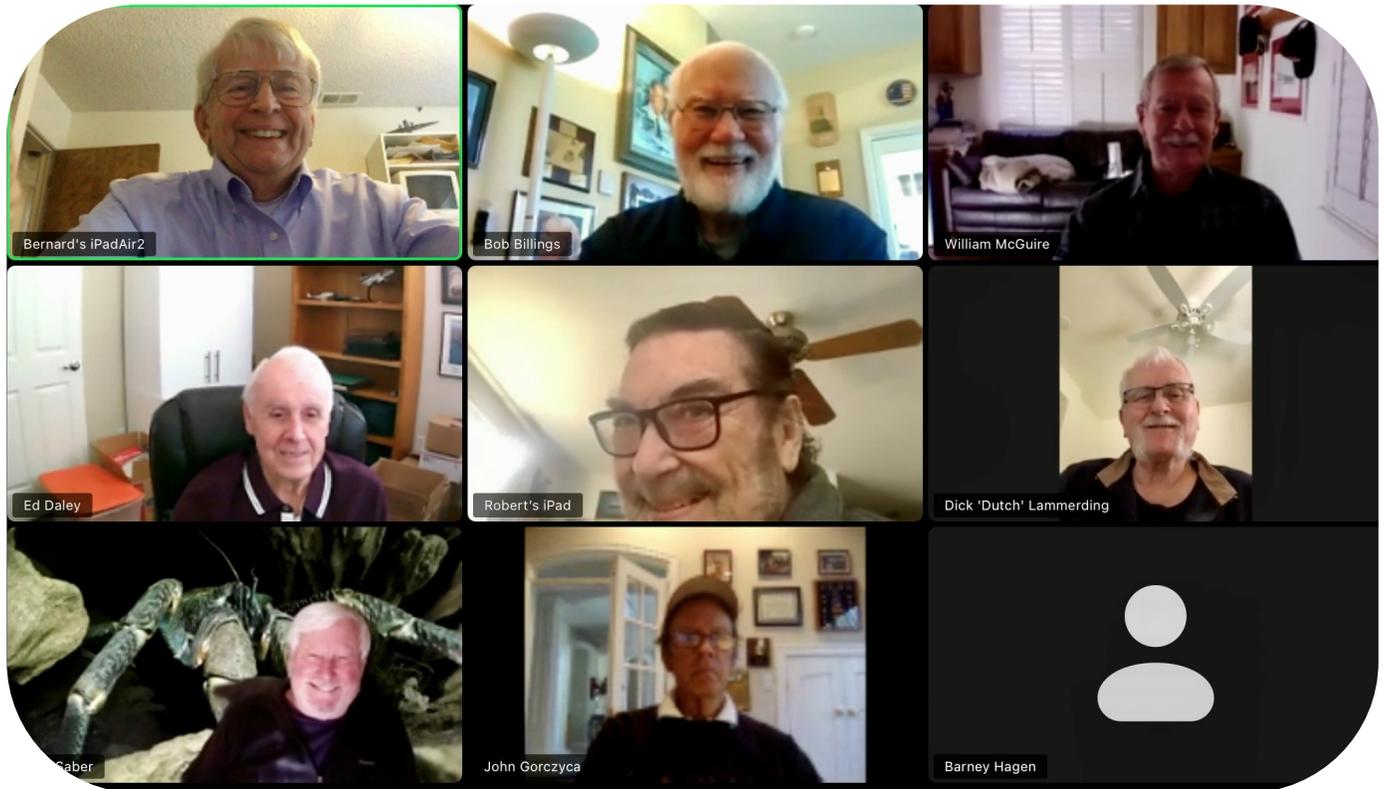
Contact Dick at [rflyer@mac.com](mailto:rflyer@mac.com) to get onto the notification list that Dick sends out to announce the meeting time and date and Zoom information. The first Wednesday of the month at 12:00 noon is our usual time frame. The nice thing about these Zoom meetings is you can be any where in the world and join in. The only thing missing is the adult beverage but even that can be done, at your discretion.

So, sign up, join in and hope to see you next month or whenever you can make it happen.

Stay safe, be well and hope to see you soon.

Per Ardua,

*Barney*



**Barney Hagen, Bob Billings, Bill McGuire,  
Ed Daley, Bob Donegan, Dick Lammerding,  
Rick Saber, John Gorczyca.**



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## Ham Wilson Gold Coast Group - Dec 2020

We had a lovely lunch on December 10th at Copies in Pompano Beach to end the year on a great note with guys that I have known between 40 and 50 years.

It was noteworthy to know that I wasn't the junior pilot in the room, but in the end it didn't make much difference! It is also noteworthy to have seen our senior member, aged 92, **Ham Oldham** from the once famous and loved company Capital airlines.

From the French author Antonine de Saint-Exupery (for which the Lyon airport is named):

Bit by bit, nevertheless, it comes over us that we shall never again hear the laughter of our friend, but this one garden is forever locked against us. And at that moment begins our true mourning, which, though it may not be rending, is yet a little bitter. For nothing, in truth, can replace that old companion. Old friends cannot be created out of hand. Nothing can match the treasure of common memories, of trials endured together, of quarrels and reconciliations and generous emotions. It is idle, having planted an acorn in the morning, to expect that afternoon to sit in the shade of the oak. So life goes on. For years we plant the seed, we feel ourselves rich; and then come other years when time does its work in our plantation is made sparse and thin. One by one, our comrades slip away, deprive us of their shade.

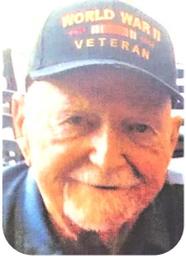
And so it goes!

It was truly a pleasure and I hope things will move forward in 2021 and people will attend lunches. With all the consternation about vaccines and diseases, I hope that will put others at peace as we hope for the vaccine to have a huge effect on our lives and to see the disease come to an end.

May 2021 be a huge blessing for you and thank you for your participation in 2020 as much as possible.

*Jim Morehead*





## Ham Wilson Gold Coast Group - Feb 2021

Ham Wilson

We held our luncheon today at Galuppi's at Pompano Beach and it was kind of a cloudy day and not a typical South Florida day but we all had a good time. Interesting that **Mark Strasfeld** had to leave and the rest of us stayed about another 30 minutes or so talking about old times and things that have happened over the years. this group of guys here had the distinction of all being furloughed except **Denny** who barely missed the furlough being very close to the bottom from the period of 1970 through 1977. This group had furloughs between a year and a half and probably myself just two months short of six years. There were many people behind me that had it far worse so there are things to be grateful for.

We did learn today that a friend of many of us here who are based in New York for a good portion of our careers lost our friend **Mike Perry** yesterday afternoon of January 13th due to complications from Covid.

Gene was our first person who got a Covid shot through the VA in Miami and he looked absolutely normal arriving at the lunch for his shot number one.

*Jim Morehead*



From the left clockwise: Lyn Wordell, Denny Keast, Gene Anderson, Bob Senderoff, and front center Jim Morehead.

***The first five days after the weekend  
are always the hardest***



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## Southwest Florida RUPA Luncheon

Our regularly scheduled luncheon at the Fort Myers, FL Olive Garden restaurant had been scheduled for Monday January 11, 2021 but, after another survey of our attendees most thought it premature to venture out after the holidays. So we cancelled it.

We will continue to pursue (with caution) the Feb 8, 2021 and Mar 8, 2021 luncheons and will let our RUPA members know by email what the plans are. We're hoping for the best but will have to see how things are going.

We decided once again to send a photo of one of our previous luncheons from November 2015 for more nostalgic reminiscing.

*Dot*

*Back in the before times.  
That's the time before the Coronavirus . . .  
November 2015*



**In the before times - November 2015:**

Left table L to R: Mamie Thompson, Janice Crittenden, Faith Osborn, Dot Prose.

Right table L to R: Don Sullivan, Gene Chapman, Harvey Hallberg, Wallis Alves, Rip Curtiss, John Laut, Jim Sutton, Gary Crittenden and Jim Good.

***Have you ever dated a pilot?  
If so you may be entitled to  
compensation  
1-888-Plt-Datr***

## SUN-n-FUN Aerospace EXPO at Lakeland, FL

Check [flysnf.org](http://flysnf.org) for more info  
RUPA Day Scheduled for 15 April. 2021

### STATUS OF RUPA DAY AT THE SUN-N-FUN AEROSPACE EXPO 15 APRIL 2021 at Lakeland, FL

For at least the past 15 years or so we've had RUPA Day at Sun-n-Fun fly-in at Lakeland, FL airport. The OX-5 Club has been most gracious to let our RUPA members use their clubhouse during the fly-in and thus RUPA Day evolved to the Thursday during the Expo event each year. The club owns its own clubhouse at the Lakeland airport and is situated next to the QBs clubhouse and both become very active during the fly-in.

I've been the informal liaison between the OX-5 Club and RUPA since around 2011. We have been taking a group photo each year of whoever showed up. One year only 5 were in the photo – the photo attached in 2015 shows many more in attendance. The photo is really the only RUPA “event” plus a hot dog lunch although there are many exhibits and flight demonstrations to see over the six days of the show.

The clubhouse is very convenient to use for hangar talk, two restrooms, a galley, near the flight line and food court. You don't have to fly in. Many simply drive (like me only 2 hours away) or camp in. It's almost like Oshkosh but not quite as big. Everyone is welcome.

In 2020 the event was cancelled due to Covid. The web site at [flysnf.org](http://flysnf.org) is currently showing the dates for the Expo as April 13-18, 2021 which would make RUPA Day on Thursday April 15, 2021 (when your federal taxes are due – easy to remember!).

Should the Expo, in fact, be held I plan to attend for the photo shoot. Currently there still is uncertainty.

Please continue to follow the web site for Sun-n-Fun status and we'll do the same in the RUPANEWS. If the expo for 2021 does happen I will be there at the OX-5 clubhouse to welcome whoever shows up!

Please feel free to email me with any questions at [prosed@yaho.com](mailto:prosed@yaho.com).

Yours truly,

*Dot Prose*

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

*Sun-n-Fun RUPA Day  
2015*



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## Seattle Gooney Birds

No luncheons but some adventures from one of the flock. **Steve Burgess** (SEAFO Retired) has spent a remarkable first year of unemployment. He has continued to scale the highest peaks and ridges of the Cascades and beyond and while doing so has documented all of it with text and outstanding photography (which is accessible via the included link). I'm sure that you all will enjoy this timely piece of uplifting news and I thank Steve for sharing it.

For the flock,

*Hank Kerr*

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Hi Hank, sending this link to you to decide if you want to share it.

After selling our house, I spent 3 months living in a small Class B van, putting 9000 miles on it in the process of driving to CA (to spend 2 weeks backpacking with my daughter), back to the Seattle area and finally to Colorado Springs where my wife and I are temporarily residing so she can spend time with her Mom.

Outdoor recreation and using my self contained van as a COVID refuge kept me safe during this time, and my choices of areas to visit and timing meant much of this time was away from people despite crowded national parks and recreation areas. For instance, my daughter and I ran into perhaps 3-4 people per day when hiking in Yosemite due to careful planning on her part.

This video is an annual compilation I do and showcases snippets of all these incredible areas. Take care and stay safe!

<https://vimeo.com/481053257>

"Willis Wall" is my moniker for various blogs and such I've done over the years.

*Steve Burgess*

Two screen shots from the six-minute video.

*Editor GeorgeE*



## *There I Was . . .*

(Please Limit submissions to 1000 words)

### **There I Was . . . In the Twilight Zone**

By Capt Jim Lilje



There is a classic episode of the old “Twilight Zone” TV series called “[Nightmare at 20,000 feet](#)”. In it, a man, who has just been released from a sanitarium after a nervous breakdown, boards an airliner with his wife. As the airplane is flying through a storm the man looks out the window and to his horror sees an ogre-like monster wandering around on the wing. In panic he tells his wife to look out the window. But the monster is nowhere to be seen. This occurs few more times with only the man able to see this monster. It conveniently disappears when the stewardess, pilot or anybody else looks out the window. The man, played by a young William Shatner, begins to doubt his sanity.

The climax comes when the monster rips open a panel on the engine cowling and begins tearing out some of the wiring. In desperation, the man grabs a revolver from a policeman sleeping across the aisle from him. He then opens an emergency exit, leans outside the fuselage and begins blazing away at the monster. Apparently annoyed by these shenanigans, the monster releases whatever force is holding him to the wing and disappears off into the slipstream.

The Shatner character had saved the airplane but since no one else believes there ever was any danger he is hauled off for another tour in the looney bin.

My turn came on a cold February morning. I was commuting on a pass from Seattle to San Francisco to start a five-day Narita trip. When I checked in for the 6 A.M. flight I was given a window seat in row 23 on the A320. Normally I say hello to the pilots as I walk by the cockpit but this day, they looked busy and I didn’t know either of them. I just went back to my seat and settled in hoping to get a little shuteye.

I glanced out at the wing and to my surprise it was covered with frost. The frost wasn’t surprising so much as the fact that there was no de-icing equipment in sight. “Oh well”, I thought, “they’ll just de-ice it after the push back”. We pushed back, started engines and taxied out with no de-icing. “Sometimes they set up a de-icing station at the end of the North terminal. They’ll probably get it there”. No such luck. The plane did a left turn and headed toward Runway 34R.

With visions of the Florida Air flight 90 crash running through my head I decided it was time for me to act. Running down the the airplane aisle and pounding on the cockpit door seemed a little over the top even for this situation. Instead, I went to the aft Flight Attendant station and asked to the speak to the Captain on the interphone. I could do this without being restrained because I was in uniform and, even better, the Flight Attendants were a Seattle based crew. We had flown together on many occasions so they knew I was a real pilot and not some whacked out cosplayer.

When I got the Captain on the phone I explained who I was and what the situation was. He wasn’t happy but, to his credit, he turned around and went back the gate to be de-iced. After that everything was routine. We arrived in San Francisco just a little late, I made my flight no problem. Everybody went on with their lives. All’s well that ends well.

I wonder how it would play out today. I wouldn’t be recognized as a United Captain who has noticed a hazard that somehow everyone else has missed. I fear I might be seen as some old geezer who insists he has to speak with the Captain. No one would believe me and wrestling a gun away from an Air Marshal doesn’t seem like a feasible plan. On the upside, I hear you get all the rice pudding you can eat in the home.

[Click here for the original telecast on YouTube](#)

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## There I Was . . . Outclassed by Weight

By Alex Dunn

I was a DC-10 Second Officer in Seattle during the summer of 1978. My September schedule had an afternoon departure for ORD. Our competition on this route, North West Airlines was on strike so every seat would be full.

In cruise I got a call from the A flight attendant telling me the meal cart elevator was out of service with all the meal carts upstairs in the passenger cabins. I went back and attempted to fix the problem by taking parts off a personnel elevator and installing them on the freight elevator without success. I then returned to the cockpit and called Dispatch to advise that we would be landing with carts in the isles, and the airplane would be out of service until the problem was repaired.

Some time later the phone rang and I picked it up to hear a hysterical flight attendant say “We have a violent passenger back here and you need to come back quick”! When I started with United, passengers dressed up to fly and we were told that passengers may give the flight attendants a bad time but when one of the pilots show up in the cabin they sit down and behave themselves. Armed with this knowledge I put my hat on and walked back into the cabin.

When I arrived at door 3L a female flight attendant who was about five foot ten literally jumped behind me. I’m about five foot six and 140 pounds. I found myself facing a woman who had twenty pounds on me, was my height and about half as wide again. My intent was to try to defuse the situation so I started out by asking her if there was anything I could help with. She looked me in the eye and said, “Listen you, get the f\*\*\* out of here or I will knock your f\*\*\*ing ass into the next isle.” I asked myself, “I wonder if she can”? I may have led a sheltered life as I had never been exposed to a woman like this before. On telling this story to my brother later I said “I didn’t want to get in a fight with this woman.” His response was “Especially if you’re going to lose!”

The original problem had been that this woman wanted to open the door at 37,000 feet and get off the airplane. I don’t know if it is true, but there was a story at the time that American had a passenger mess with a DC-10 door handle (electric as I recall) and on descent the door opened at 5,000 feet, with a flight attendant nearby. This as you know was due to the reduced differential. As a result, I stood between her and the door. I let her continue with her profanity, thinking she may get whatever was troubling her off her chest. I had never been on stage in a play, but as I looked past her, I thought, I am now. I could see every set of eyeballs in the cabin looking at me and I could read the expression on their faces. What’s he going on do, what’s he going to do?

It became apparent that she wasn’t going to settle down. I had my right hand on her shoulder in a relaxed manner and I noticed that if I looked away she would look to see what I was looking at. I looked off to my left for a few seconds, then gave her a good spin with my right hand. She spun around 180 degrees and her arms went out away from her sides. I came up under her arms and locked my hands together behind her neck, which I’m told is called a Full Nelson. At the same time, I gave her a knee in the butt, yelled “Move” and ran her down the isle toward the only open seat in the cabin. As soon as she was in the seat, the five foot, ten flight attendant smacked her in the side of the head. I pushed the flight attendant away and told her to go to the cockpit and get the captain’s hand cuffs. I’m not sure if the company was afraid of a mutiny in those days, but they didn’t issue restraints to first or second officers, only to captains.

**I sued the airline for losing my luggage.  
I lost my case.**

When the flight attendant returned with the captain's restraint, I put it on her wrists and did up her seat belt. This turned out to be a mistake as she promptly undid the seatbelt and attempted to get up. My thinking had been that it would be too difficult to sit in the seat with her arms behind her back for an extended time. As the restraint wasn't reusable, I couldn't take it off and put it on behind her back so I assigned the male passenger sitting next to her to keep her in her seat. She continued with her profanity and the flight attendants wanted to take tape from the first aid kit and tape her mouth closed. I wouldn't let them as I didn't know what her problem was and was concerned she could throw up and suffocate. Several of the passengers offered me their business card and said they observed her in the bar for a considerable time prior to departure. On return to the cockpit the captain, **George Legere** asked what had happened back there as the flight attendant that came for his restraint was so shaken up that she could hardly speak.

A little later the dispatcher called to say the airplane would be taken out of service on arrival and we would have a different plane for the flight to the East Coast. He then said "Oh, by the way I have notified the Chicago City Police and they will meet the flight." I said, "The Chicago City Police have no authority for what happened over South Dakota at 37,000 feet. The only people with authority are the FBI." This was followed by several calls from the flight attendants saying she wants the restraint removed, it hurts and several other excuses.

On arrival the passengers deplaned and a Chicago City Police sergeant came on board to detain her until the FBI agent arrived. A crew member had to remain on board and I was elected. While dealing with a woman like this had been a new experience for me, the sergeant, who was about six foot four, and fifty years old had dealt with every type of low life in the world during his career. She started calling the sergeant multiple four letter names and he said "Listen you, shut up, if I want someone to swear at me I will stay home and let my wife swear at me." She was stuck for an answer and kept quiet until the FBI agent arrived.

The FBI agent was a little guy about my size, dressed in casual clothes as he had come from home. When he arrived, the Chicago officer who appeared to know the agent said "This gentleman is with the FBI and he would like to have a few words with you." She looked up from her seat and said "The FBI is f\*\*\*ed." Without missing a beat the Chicago officer leaned over to the FBI agent and said "I've been telling you this for years." With that they removed her from the plane and it was the last I heard of it.



How I think I look when I get in my car, take off my mask and it hangs from one ear



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## There I Was . . . In the Director's Office

By M. Lewis Lawrence



After only two weeks at the University of Illinois' Institute of Aviation, there I was, in the director's office, being chewed out and threatened with expulsion. If I had violated any FARs, it had been just barely. I was certain I had started rolling right side up before gliding through fifteen hundred feet. I was on a dogleg to downwind, and probably a little closer to the airport than I should have been, but that was just because the glide angle of the Stearman I was flying turned out to be better than expected.

What a disheartening turn of events. Before this, things had been going so well. Oh, there had been a little anxiety three weeks prior. Palwaukee Airport had been IFR for three consecutive days. All three of those days I spent at Sally's Flying School waiting for a break in the weather so I could take my private pilot check ride in one of Sally's Piper Cubs. I really needed that ticket and I needed it very soon. It was the other prerequisite needed for both of the flying courses I had registered for at the University of Illinois.

I had just gotten my high school diploma and summer school at the University would start the following Monday. I was not at Sally's on the fourth day. It was Saturday. It was still foggy. It was the day of my sister's wedding. I was part of the wedding party.

But, what a sight to behold, when we came out through the church doors to bright sunshine and blue skies. I dashed to the nearest wall phone. Yes, wall phone. No cell phones in 1955. To my delight, Sally confirmed it was sunny at the airport as well. And yes, the examiner was still there. But not for long. I needed to get there quickly.

Without any thought to changing clothes, I jumped in my model A and headed to Palwaukee. The check ride went well. I got my ticket. But I had the impression that the examiner was much more impressed by the way I was dressed than the way I flew. He mentioned several times that he had never even seen, let alone given a check ride, to someone in the back seat of a cub dressed in a tuxedo.

After that life was really wonderful. I got to flight school on time and with the proper credentials. I started enjoying a lot of first-time experiences. In the Cessna 140 I flew side by side for the first time. It was my first time with a yoke instead of a stick. It was also my first time communicating by radio.



**Mother  
Nature**

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But it was the aerobatics course that gave me the most exiting firsts. The first time behind such a powerful and loud radial engine. The first time with two wings. The first time wearing a parachute and leather helmet. And, most exhilarating, it was my first time in an open cockpit.

Every day I was learning new skills and maneuvers. One of those new maneuvers was the cloverleaf. Just the day prior to this imminent threat of expulsion, I had been very happy with the cloverleaf I performed for my flight instructor. When we debriefed though, he told me that my 90-degree inverted turns at the top of each of the four loops were not very well coordinated. He suggested I practice some inverted turning on my next solo flight. I did that. In fact, just 30 minutes before this fine jam I was experiencing I had been at 4,500 feet nearing the end of the time I had been given to fly solo. Remembering my instructor's advice, I rolled inverted, and started some gliding S turns. Gliding because the Stearman's gravity feed and carbureted fuel system kept the engine from running when it was inverted; it would only windmill. I soon found that, even though the ball in my turn and bank indicator was of no use upside down, I could use my body as a substitute. I found that, as I hung upside down from my seatbelt and shoulder straps, my body would swing to one side or dangle in the center of the cockpit, depending on how well I applied the right amount of rudder. Getting it right was so much fun I decided to keep at it awhile longer. My shallow turns were taking me in the general direction of the airport, so I decided to see how close my glide angle would come to getting me there. It was much closer than I guessed it would.

But, as I was being chewed out, I began to realize the director wasn't nearly as upset about the altitude or proximity of my inverted flight as he was about the duration. He was ranting about how I had ruined one of his airplane engines. "Had I not been told that lubrication of the R670 radial engine was just as dependent on gravity as its fuel system?"

I honestly could not remember being told that. Or even reading about it in our manuals. He then called in our ground school instructor who backed me up by telling the director he hadn't gotten to that part of the syllabus with us yet. Now his wrath targeted the ground school instructor even more than me.

I was not expelled. The rest of the summer was just as glorious as the first two weeks had been. Fall came and I transferred to the College of Business. As much as I loved flying, I decided it was time to prepare for a job. The culmination of that preparation came four years later when I did almost get a job. I was walking to the student union, where the job interview was scheduled to take place, and I was feeling a little depressed about the prospect of trapping myself in a dreary office somewhere. On the way I walked past a Navy recruiting office. The "Come fly our jets" poster in the window caught my eye. I stopped in to check it out, and thankfully, I never did make it to that job interview.

## Aviation



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## There I Was . . . The Otis Incident

By Jerry Blalock



I'm sure many Ruparians remember **Captain W.E. "Bill" Bowling** who retired out of SFO in the DC-10 in 1993. He also retired from the USAF Ready Reserves as a Lt. Colonel. Bill was an intelligent, well-liked, extremely competent pilot and Captain, a leader sought after by First Officers to "buddy bid." Captains would also "buddy bid" with Bill ... and the accolades go on. I know all this about him as we met back in the 60s at Pope AFB just after the Cuban missile crises when I was recalled to active duty. We flew together on several occasions and became fast friends all the way into UAL. After a time at Pope, Bill went on to Viet Nam with Operation Ranch Hand, where he received a Purple Heart, and I

followed in C-130Es in Dec. of 1965.

Bill had a well-developed sense of humor and used it many times on good-ole-buddy Jerry - that's me. I returned the favor many times, but not with Bill's finesse and timing, except for the "*Otis Incident*" where I got him good ... for a while.

While at SFO we lived near each other in Pleasanton, CA, working out in his makeshift garage gym (Bill could bench over 300 lbs!), bicycling, jogging, riding our BMW cycles, socializing. Bill was captivated by my dog "Otis," a rescue mut and an original thoroughbred mongrel: terrier-sized but incorporating 100 different breeds, jet black with bowl legs, one ear up the other down, etc. Otis resembled a large sewer rat! He was also a born clown. As time went on I was many times compared to Otis through Bill's humor until he finally started calling me on occasion "Otis;" I called him "Willie."

Having been hired in March of 1968 right behind a huge hiring curve I was doomed to the sideways seat of Second Officer, first in the 727, then in the DC-8. 13 years of this! Throughout my UAL career "Reserve" was my middle name (thanks to a 2 ½ year stint at TK as a TCA my career was saved). The SFO DC-8 crew desk called one morning and had assigned me a trip to parts eastward. I was thrilled to hear the FO was Willie flying with his good friend Captain Bill (last name lost), a nice guy like Willie. The next morning out of JFK we departed with a full load of tourists eventually bound for HNL in a GIT-configured stretch 8 with 223 tourist-class seats (how did I remember that number?). It was Willie's turn to fly the leg to SFO. A great flight with me in charge of PA duties. Mistake!

Those who have flown a stretch 8 know that if the landing touchdown was in any kind of a crab, the very slightest, the bird would rock and wobble from side to side all the way down the runway causing "consideration" from the passengers and giggles from the FAs. Charles Lindburgh, Bob Hoover, and all the other greatest of pilots, had they flown the Stretch 8, would have done the "wobble" at least once on landing.



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On approach to runway 28L I whispered to Willie that I and our passengers expected a greaser, thus spring-loading him to the “over-concentrating” syndrome on the landing, and he did! Just a slight crab was felt, but enough to generate the dreaded “rumba” down the full length of the runway, with 223 torsos swinging to and fro in unison. Taxiing on the way to the gate I received a sly dammit look from Willie; and on the way I lifted the PA handset and with cupped hand made the following stealthy announcement: “Ladies and gentlemen, you might have wondered who made that fun landing. It was the First Officer, the man in the right seat. On your way out you may want to congratulate him with a, “Nice landing, Otis!.” After parking and shutdown I opened the cockpit door and, I kid you not!, close to half the departing people stuck their heads into the cockpit (back then this was ok) and said the magic words. “Real men” don’t blush, and Willie is a “real man,” but did he blush! Hah! I got him!

And now, *The Rest of the Story*: Months later I at last got into the right seat of a 727, God’s gift to aviation, and was I in Heaven! Guess who was on one of my initial flights in uniform deadheading to pick up a charter in JFK. Yep, I ain’t kidding! Bill and Willie! Fate is the Hunter to quote the book. My Captain let me fly the first leg out of SFO and I was going to show these guys how to land an airplane. But guess who bumped into the asphalt at JFK. Yep. After we shut down at the gate I prayed the SO would keep the cockpit door shut, but OH NO! I faced forward hiding my face and when I turned, there, standing silently, side by side, hands on hips, Bill and Willie; no smiles, no words, just staring down at me. I turned forward then back and they were gone. Blushing, all I could say was, “Touche!”

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## **There We Were . . . Trapped in a 747 with a Rabbi, a Purser, and Ted Kaczynski (Part 2)**

By Captain Gary R. Robbins

We left off with Part 1 in the [Dec issue](#) with . . . The reply came, “Credit card please.”

### ----- Part 2 -----

“What?!” I was so flabbergasted I could only stare at the other bunkie for a moment. I took a deep breath and replied, “Ma’am, we are a United Airlines flight over the Pacific Ocean. We believe we have a bomb onboard. We are in an emergency situation and need to speak with our dispatcher immediately. Tell HIM to pay for the call.”

Understanding our dilemma, she replied, “Yes sir, a collect call; please stand by.” We soon had our dispatcher, gave him some details, then he said he’d get things moving at his end. We hung up and started to work out a plan with the captain.

While working out said plan, the Sat Phone rang. Wow, this thing works both ways. I wasn’t sure if I should answer it like a radio or a telephone. I went with, “United 815, go ahead”, and heard, “This is Special Agent Jones of the FBI. This is a conference call. Please verify your situation and describe the device.” Oh brother, here we go...

Everyone that thought they were an important United Airlines manager was on this call and kept demanding information and, of course, told us what they thought about things in general, us in particular, and what we should do. Agent Jones finally angrily interrupted and said, “Everybody shut up! I’ll do all the talking and if I want you to say something, I’ll make that clear!” Ah, some leadership in the war room.

Believing there would be less heat with the device than with the FBI, I volunteered to go downstairs, and the captain got into the left seat in his jammies. Over the next few hours, he skillfully directed our crew of sixteen in the necessary preparations to bring this situation to a safe conclusion.

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We three wide-awake pilots felt it was not a bomb and likely really was just a lost music player. Yet, we had no choice but to assume this was real. Maybe it contained C4 plastic explosives or was a relay to the big one downstairs. So, Captain Bill kept the FBI and his entourage informed and dodged thunderstorms while the other bunkie played pilot-not-flying duties and I went downstairs to implement our plan. We let the flying FO sleep so someone would be fresh and awake for the landing. I suggested we descend a flight level or two so we could raise the cabin altitude in case we had an explosion. A lower differential pressure might not cause as much damage. We had enough fuel to do that. We got ATC clearance to descend and our cabin altitude was soon above 9,000 feet, just under the mask and warning siren limit. We didn't want to risk a descent and landing until we had a fully implemented plan in place. We were past Fiji and nearing Noumea by then but continuing to Sydney made the most sense. They had a class A fire department with plenty of crash trucks and a 5-star FBI rated bomb squad.

The plan was to move said device from the forward galley to door 4R, our Least Risk Bomb Location (LRBL). My seniority granted me the title of *Matre d' la Bombe* and the flight attendants ran interference with the passengers, most of whom were sleeping or at least simply blearily watching a movie or leafing through magazines.

"Nothin' to see here, folks...", I mumbled, as I nonchalantly eased past drowsy passengers while carrying a towel-bedazzled device on a serving tray. I tried whistling and looking up, wistfully, toward the overhead bins. It was as if I was carrying a midnight snack for the person in seat 99Z, personally delivered by a wandering genuine pilot. Three FAs executed a distraction maneuver undulating aft down the left aisle, much like the fairies in *A Midsummer Night's Dream*, while carrying random objects to make anyone wonder what in tarnation they were doing. In a well-executed pic play, I slipped down the right aisle, device-laden serving tray in hand, right behind another FA who was simply looking like she was stretching her legs and trying to kill time. She also stared wistfully at overhead bins. I felt like my name was Puck and my leading-edge FA was Titania or maybe some other freaky forest sprite hopped up on pansy juice. Not many people noticed our dual conga lines of elvish creatures.

Once in the back, we asked maybe fifteen to twenty passengers to move forward to "better seats" while we worked on a "slight issue". Our issues were notably always "slight". Those passengers were too sleepy to care and quickly complied. I didn't want to beat the captain's proper PA announcement, yet to come.

We built an impressive castle of seat cushions, blankets, trays, pillows, seat belt extenders, rope, and anything else that was soft, warm, fuzzy, or could connect our art nouveau potpourri masterpiece. It was floor to ceiling and encompassed several now fully occupied and padded seat rows. I stood back and marveled at our creation of performance art by a handful of flight attendants, moi, and two volunteer passengers whose suspicions had become aroused. Most of us were smiling while quietly working our magic. We were happy in our work in a *River Kwai* sort of way. I intentionally wore a Cheshire Cat grin to keep emotions disarmed. That was easy because I thought this was likely an exercise of ludicrous uncontrolled angst. Still, it could be real...

Before we finished our creation at door 4R, the captain made his announcement. I don't recall what he said but it was pure silver-tongued magic. He made everyone feel good about what could be their impending doom. I should have written it down so it could be placed into the FOM for all to utilize in critical moments. Most folks were pretty sedate about the situation, at least outwardly. Captain Bill said some passengers in the rear of the airplane would be moved forward by our flight attendants. They heartily volunteered and were standing up before the captain finished his announcement. I love enthusiasm.

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A few hours later, all of us were in our uniforms and making our descent to Kingsford Smith International Airport in Sydney. Numerous announcements had been made to put all at ease. An emergency was declared hours ago, and all parties involved, on the ground and in the air, had their assignments. The flying FO was fresh and up to speed on our situation. I sat in the jump seat and manually controlled the cabin so as to keep minimum differential pressure and had us depressurized by 9,000 feet. We all had assigned duties should the worst occur. In spite of some confidence in our assumption that this was not a bomb, we couldn't help but wonder if our next breath would be our last. Likely not, yet still...

But all was normal. I later learned that downstairs in the main cabin, the purser was leading some kind of prayer session and singing church-camp songs with whomever wished to participate. Whatever works... I wondered what her landing announcement was like. She later told us that we pilots were at the top of her prayer list which somehow made us feel rather good.

Sydney tower had us land on a different runway than was currently active. As dawn creased the yawning face of the eastern sky above the Tasman Sea, our eighteen wheels gently kissed the concrete, we rolled to the end, and pulled onto the apron. The ground handlers immediately rolled up air stairs so all of the left side exits could be used for egress without popping slides. We had decided that if the device did not blow by the time we set the parking brake, it was not likely to blow at all. We didn't need broken ankles from slide evacuations if not necessary. Still, a quick getaway seemed like a good idea and the FBI agreed.

The flying pilots shut down the engines and we bunkies went downstairs to help get everyone off. They exited pretty quickly, no doubt due to proper motivation and superior voice commands. Those FAs can really scream when required, but today's exit was not quite as urgent as during annual recurrent training. "Release your seatbelts and get going - Don't dawdle-Don't push anyone - Keep it moving- Don't kick that old lady!" did project urgency without the need to trample the backs of mothers and infants. Three hundred people got off in under four minutes. Wearing heavy duty space suits, the 5-star rated Sydney bomb squad quickly came aboard before we could leave. I showed them our castle of cushions and gave them the coordinates of the device. They told us to get out and they'd handle the rest. Would there be a smoking crater on that apron?

The passengers boarded buses, sans luggage, and were taken to the terminal for customs and security debriefings. We crew members soon followed. Baggage processing and delivery took quite a while – a really long while. The press had a two-hour advance notice about us, but we did an end run around the phalanx of paparazzi. Any landing you can sprint away from is a good one.

Unusual skills were used or learned that night. The nice FBI man told us to keep an open mic on the Sat Phone all the way to landing and evacuation. They wanted to hear the explosion and screaming if it came. It didn't. We made worldwide news, but it became just another war story in the bar, soon to be forgotten. Even the news organizations lost interest in our Unabomber threat within a day or two.

Later, we learned it really was just a poorly repaired Walkman, accidentally dropped by a swing shift cabin cleaner earning minimum wage.

Said Walkman was summarily executed by the 5-star rated Sydney bomb squad to leave no lingering doubts. The firing squad was held out of sight of the three hundred evacuees. They never told us where the body was buried. I'll bet the cabin cleaner always wondered what became of his music device. If he ever found out the truth, a federal judge had to have been involved.

Our bus ride away from the airport frenzy was a welcome relief, that is until we got a message for us via the driver's radio. A voice crackled, "Ask the flight attendants if they were aware a passenger was left behind on the plane." The purser jumped up and raced forward to the radio. We all stared at each other, blankly, with feelings of dread. "Who is the passenger?", she asked in a panicked voice.

----- End of Part 2 -----

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## There I Was . . . Taming the 3-Holer Story

By Alan Cockrell

With most types of air carrier aircraft you could relax a bit once you got the hang of them. Whether lunch was on your mind, your commute connection, the crappy line you got for next month, or whatever, it didn't matter much what you were thinking; odds were you were still going to make a half decent landing. Not in the 727.

Whenever I planted the 727 on the concrete with a teeth-jarring slam I grimaced. I shook my head in disgust as we taxied in. I brooded over it on the van ride to the hotel. I analyzed it over dinner. Why did it bother me so, when I knew no one can make perfect landings every time?

Many pilots loved the 3-Holer so much they stayed on it their entire careers and mastered it to perfection. Those who only passed through the 727 on their way up the ladder to bigger and newer metal marveled at how the old heads tamed the cranky jet. As a 727 first officer I flew with many of them, but one who stands out is **Captain Warren Nelson**.

Nelson was a reserved, gentlemanly sort—pensive, intelligent and articulate. Those qualities drew him into leadership positions with ALPA, but he rarely talked unionese. Affable and agreeable though he was, he most often didn't say much, and when he did say something the simple act of him speaking commanded the attention of anyone within earshot.

I had never seen Nelson make a bad landing in the 3-Holer. In fact they were all supremely wonderful greasers that I envied and tried to emulate. I was able to do it sometimes, but not with his consistency. But I was there the day when the beast swung its head around and turned on its master.

It was the last landing of a 4-day trip back at the mother base, O'Hare. The last landing of the trip is the most important one because it's the one you've got to live with until you get back to work. If you're going to prang, do it early in the trip while redemptive opportunities are still available. Nelson knew this.

All parameters looked good to me. His airspeed was good, as was his sink rate, crab and power settings. The runway hurdled toward us; the 727's approach speeds were relatively high. Nelson retarded the throttles and flared, then relaxed back-pressure to allow the main wheels to catch the runway surface on the upswing as the nose lowered. That maneuver, referred to as 'check and roll,' is unique to long-bodied aircraft that sit relatively low to the ground. It's also a hard one to master.



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But it was no problem for a master like **Warren Nelson**. I watched, expecting our trip to end with yet another of his smooth-as-a-baby's-butt arrivals.

We hit, and we hit hard. The airframe shuddered as if every nut, bolt, rivet and fastener yelled in unison that they were mad as hell and weren't going to take it anymore.

I sat shocked and stunned. The master was flawed. I saw him glance quickly aside at me, as if to say, "Keep your tongue."

After turning off the runway I couldn't stay quiet any longer. I had to show this man, whom I admired and wanted to be like, that I approved of him no matter that I had found him to be imperfect.

"Warren, I thought you had it wired all the way down," as if my evaluation was worthy of mention. His only response to my deference was a disconsolate grunt.

As the engines spooled down at the gate he stared straight ahead out the windshield. I had forgotten about the landing and was busy preparing to leave when he uttered, to no one in particular, "I'll go home, pour a Scotch, sit in a quiet room and think about that one."

Whoever said airline pilots never take the job home with them never met a pro like Warren Nelson.

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## There I Was . . . A Bit Mischievous

By Beth Raphael

Back in the early 90s, I was a young B727 First Officer. I had a flight from SFO to PDX with an hour layover before returning to SFO.

I also had a friend, an old boyfriend, who worked for the FAA in Portland. Now not really thinking things through, I gave him a call so we could meet up there, that I had an hour layover. He said sure and as a matter of fact, he could ride back with us and give us a flight check. That's when it hit me as to what I had started. I knew my crew was not going to be happy about this.



So, as long as I would be unpopular, I decided to have some fun with it and asked my friend to pretend he didn't know me. When he came onboard for the return flight, he was Mr. FAA, he asked for everyone's certificates, thoroughly checked the logbooks, and did all he could do officially. As the flight progressed and we were at altitude in complete silence, I started the conversation to my friend, "Do you have a significant other in your life?" Of course, he played along. I put my hand on his knee and asked what I could do to get him to relax. I thought my Captain was going to pass out and the look on the flight engineer's face was priceless.

I told my FAA friend that I had a few hours layover in SFO and we could go the pilot's lounge...

Yes, it was worth whatever revenge my crew wanted to give me.

When we got on the ground after the checklists were completed, I put my arms around Mr. FAA and told the captain that I've known this friend for many years. I also hoped my Captain was a forgiving soul.

**No, really!  
We are here to help**

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## There I Was . . . On a Trip Running Like a Swiss Watch

By Barry Bickle

During my time as a guppy Captain in SFO, '78-'87, my favorite trip, when we had it, was thru Elko and Ely Nevada. Early morning departure, SFO-RNO-EKO-ELY-SLC-DEN. Had a nice layover at the five-star Cherry Creek Inn and then day 2 was the reverse of day 1 with the only difference that departure from DEN was 0630. The powers that be said there would not be enough passengers to justify paying 2 CSR's to come in early to work the flight so the DEN-SLC leg was mail, cargo and COMAT only. No problem, the F/A's had an easy first leg.

December 1980. I know it was December because SLC was fogged in the whole month, and I think it was 1980 because we still had S/O's (GIB). Checking the logbook before departure from SFO, I see that MM had changed the left CSD account metal shavings in the oil screen, OK, glad they caught that. SFO-RNO went off without a hitch. RNO-EKO, the weather at EKO was below minimums for the approach. The approach was a VOR, which was 5 miles due south of the airport, to a point where you had to circle to either runway 5 or 23. So we are holding waiting for the 600 broken to clear up, going round and round in the holding pattern. Our conversation is interrupted by a noticeable BANG, a shudder, and a sea of yellow lights indicating the left generator has gone south for the winter. While still holding, the S/O calls SAMC to inform them and we will call you when we land. The broken goes to scattered and we land. We discuss it in the cockpit and say we will take the airplane on to DEN but may not stop in SLC due to the weather. Once inside OPS we are not going anywhere until the oil level in the CSD is checked. The only problem is the contract mechanic is out of town and won't be back for 3 days. OK, what is plan B? It is now about 10:00, go to the hotel, we are sending a mechanic from SFO, he will arrive at 1630. I suggest that he bring a generator because it felt like the drive shaft was sheared. The standard "we fix 'em, you fly 'em", so off to the hotel we go.

At 1630 we return with great anticipation to meet Don from SFO, (sorry, I don't remember his last name but a fantastic mechanic). Did you bring a generator, no SAMC wouldn't let me. He had 1 gal of oil and a GCR box. So, sure enough, that didn't fix it. What is Plan C? Back to the hotel and we will call you. Another charter flight with a second mechanic and a generator arrive during the night to fix our broken machine.

0230 my phone rings, crew man calling, we want to ferry the airplane to SLC at 0530 and start your trip westbound. OK, what time is it? 0230, why are you calling so early, don't call anybody else, I'll take care of the wake-up calls. ".....UHhh, we already called the F/A's", "why", "they need a little extra time to get ready". OK, in my mind I'm thinking this is a ferry, they can go in their PJ's but too late. Wake up 0430 for a 0500 crew-car for a 0530 ferry.

As we come down for the car the F/A's advised us that the mechanics have just gone to their rooms so our airplane is fixed. Off we go to the airport where the van drops us in front of the terminal and immediately departs back to the hotel. As we gather our bags, we discover that the doors are all locked and no lights on. It's 0500, it's dark, and it's 17F; we are not going to stand here long. We go next door to the FAA flight service station, which is warm, lite, and has coffee. They are surprised to see us. She inquires as to our presence and we tell her we are here to fly that 737 to SLC, do you have a clearance for us? No? Please call the SLC center to see if they know anything. No, like Sgt Schultz, they know nothing.

We call the OPB crew desk and my friend Dick Bush answers and I tell him of our plight he responds with "I'll get back to you". A few minutes later one of the Dispatchers calls wanting to know what we know 'cause he knows nothing. Truth comes out, OPBOP set up the trip but only told crew desk to advise the flight crew and didn't tell dispatch or EKO station people. Another cup of FAA coffee and the lights come on in the terminal.

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Off we go, to wait for our release and flight plan. Our trusty S/O, who has been out pre flying the airplane, comes in to announce, frost all over everything, remember, it's 17F. Can you deice us? Yes and no comes the answer...we have a tank of fluid that has to be heated with the electric heater. OK, well, on high heat it takes 2 hours or on low heat it takes 12 hours to reach the proper temp. So, high would be good except it draws so much current that it blows all the circuit breakers. We find that the mechanics were thinking ahead and plugged it in on low during the night. Well, lets try high anyway. Now this was before CLR/CRM was invented, but somehow we came up with a plan to turn the airplane around, tail into the sun which was now appearing bright and shiny. No tug or tow bar so we crank up and turn tail east. By 0830 it looks like the frost is gone and we can go fly. Passengers began to arrive as its almost departure time to go West bound except we haven't gone East yet. Sorry folks for the delay. Our 2 mechanics show up and are given the option of going back to the hotel for 2 hours or climb aboard and go with us. They elect to go with us, a stroke of good fortune. We blast off for SLC.

As I mentioned early on, SLC had been covered in fog all month and today was no exception. Weather was close to WOXOF so we brief for a Cat II monitored approach to 34L. And a fine approach it was but we saw nothing so go around. Tower advises that the East side of the field has good enough for a Cat I to 16L so we do that but no good, another miss. We then brief again for a Cat II monitor for 34L, shoot and miss. Off to the alt which is GJT for fuel.

During taxi in GJT the S/O cranks the APU but it doesn't start. Shut it down and wait for a 2<sup>nd</sup> attempt which is unsuccessful. The station folks reply that they have an air cart and a ground power unit. Only after everything is turned off and its quiet do we find out that the air cart is one of those storage tanks on wheels that is pumped up and good for 1 plus starts, depending. Ok, that will work. Not so fast, we are then informed that a DC-8, JFK-PDX will be making a fuel stop shortly and they will need the air, after all they have passengers. We have just become a Red-headed step-child. But our trusty mechanics breakout their tools and go to work and soon the soothing sound of the APU fills our ears. Fuel on board and off we go to SLC.

In SLC, we start looking for our passengers, who have now been waiting 6 plus hours. They are not hard to find, they all have cobwebs attaching them to their seats. Off we go to ELY to meet Randy, the 1 man band at ELY. I go into the station to check for weather and release; remember, this is before cell phones and ACARS is just an infant. Everything is done on rotary phones. The S/O comes in with the look of the expectant father who just dropped his wife at the hospital...."Flu... Flu...fluid coming out of the cowl on the right engine, looks like oil ". Get the mechanics, I'll call SAMC, which number I now know by heart. When the mechanics open the cowl they are met with a gush of more oil and some loose nuts and washers. They wipe everything off, can't find a problem, so with the blessing of SAMC we run the engine for 5 minutes looking for leaks. Finding nothing we are cleared to go to EKO and again inspect the engine, OK through.

At EKO everything is OK except we have to call the Chief Pilot to get permission to exceed our duty time limit because we will expire just before RNO. "How do you feel? Will you be careful? OK, look both ways before you cross the street and you may fly to RNO and SFO.

As I recall there were 9 log items when we got to SFO.

I wrote a letter of commendation for the mechanics who got a well-deserved Christmas bonus for their efforts.

If I were to guess, I would bet that all the revenue generated on those 2 days with that airplane were more than used up with the cost associated with getting it back in service.

I didn't mention the names of the F/O and S/O, only because I don't remember. If they see this maybe they will drop me a note. I would look them up in my logbook, if I could find it; I know it's around here somewhere.

*Barry Bickle*

# Articles

Industry related news and other articles

## ESAN and SVAN policy changes effective Jan. 11, 2021



Following the new regulation that U.S. Department of Transportation (DOT) announced last month, we are changing our policies regarding the transport of service animals and emotional support animals, effective Jan. 11.

The new Emotional Support Animal (ESAN) changes include:

Emotional support animals will no longer be allowed for tickets booked on or after Jan. 11.

Beginning March 1, emotional support animals will not be allowed regardless of when the ticket was booked.

The new Service Animal (SVAN) changes include:

Effective Jan. 11, service animals will be defined as a dog, regardless of the breed or type, that is over the age of four months and individually trained to do work or perform tasks for the benefit of a qualified individual with a disability, including a physical, sensory, psychiatric, intellectual, or other mental disability.

These changes will further ensure a safe and accessible travel experience for our customers.

In addition, beginning Feb. 1, customers with a service animal will be required to complete a DOT-authorized form(s), which will be checked and validated by the Accessibility Desk or customer service representatives, prior to travel that confirms their service animal's training, health and certification.

Service animals are accepted in cabin for qualified individuals with a disability.

We will continue to accept emotional support animals for customers who booked their flights and were approved for emotional support travel before Jan. 11 through Feb. 28.



Whaaaat?

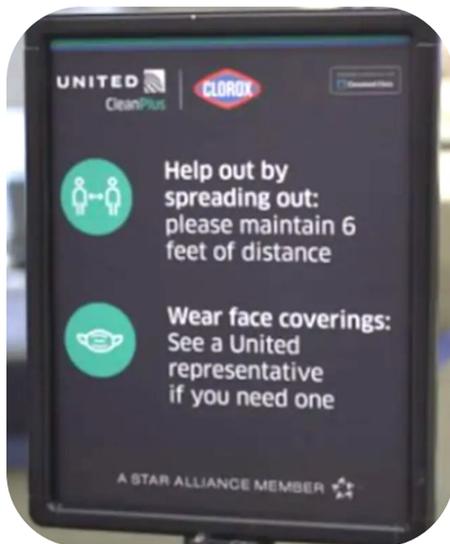


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# United Airlines Receives Hospital-Grade Certification for Cleaning and Safety

United is the first of the four largest U.S. airlines to be certified Diamond by the Airline Passenger Experience Association (APEX) and SimpliFlying

United January 12, 2021



CHICAGO, Jan. 12, 2021 /PRNewswire/ -- Today, United Airlines was recognized by the Airline Passenger Experience Association (APEX) and SimpliFlying for providing a hospital-grade standard of cleanliness and safety during the travel journey. United is the first airline among the four largest U.S. carriers to receive the highest possible certification - Diamond - in the new APEX Health Safety audit powered by SimpliFlying. This new scientifically-based certification is designed to create a recognized, global standard for health and safety across the aviation industry.

"Since the start of this pandemic, United has been committed to pursuing industry leading safety measures to protect the wellbeing of our customers and employees," said Sasha Johnson, United's vice president of Corporate Safety. "This recognition from APEX and SimpliFlying underscores that United will continue to innovate and raise the standard when it comes to preventing the spread of COVID-19."

"United Airlines' tremendous customer-centric investments definitively merited the Diamond level of health safety across a broad scoreboard of categories focused on passenger wellbeing," APEX CEO Dr. Joe Leader said. "We applaud United's thought-leadership across key initiatives that have benefited both customers of United Airlines and the airline industry. Passengers and airline team members should be proud of United Airlines' continuous advancements for customer wellbeing."

The [United CleanPlus<sup>SM</sup>](#) program, which includes its partnerships with the Cleveland Clinic and Clorox, was one of the many efforts APEX and SimpliFlying cited when granting the airline this certification. Medical experts from the Cleveland Clinic have helped ensure United's policies and protocols reflect the latest scientific guidance, and Clorox has helped the airline redefine disinfection procedures to support a healthier environment. Other efforts APEX and SimpliFlying called out when granting United this certification include:

- [Use of Ultraviolet C \(UV-C\) light](#) to disinfect sensitive components in the flight deck
- Installation of [hand sanitizer dispensers](#) onboard aircraft
- [Application of Zoono Microbe Shield](#), an EPA registered antimicrobial coating, to United's entire mainline and express fleet

United was also the first major U.S. airline to mandate masks for flight attendants, quickly following with all customers and employees. United was also among the first U.S. carriers to announce it wouldn't permit customers who refused to comply with the airline's mandatory mask policy to fly with them while the face mask policy is in place. United was also the first U.S. airline to roll out touchless check-in for customers with bags, and the first to require passengers take an online health assessment before traveling.

To learn more about United's cleaning and safety efforts, visit [United.com/CleanPlus](https://www.united.com/CleanPlus).

# 7 Costly Scams For Americans To Avoid In The New Year

Diana Hembree, Forbes Contributor

In 2020, the United States was roiled by one disaster after another – wildfires, floods, police violence, the COVID-19 crisis, and more. Unfortunately, the pandemic and other tragedies have been accompanied by a string of disaster scams, many of which experts expect to expand or mutate in the new year. Forbes recently covered “hot scams” targeted at the United Kingdom this coming year; back home, here are some of the biggest frauds to watch out for in 2021:

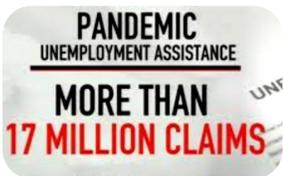
**1. Stimulus check scams.** Up to 40 million Americans are in danger of losing their homes due to the pandemic and are desperate for financial relief. Unfortunately, some are being preyed on by fraudsters pretending to be from the U.S. Treasury Department, who call or email to offer grants or stimulus payments in exchange for personal financial information. The Treasury Department urges you not to respond to calls or emails about stimulus checks and to contact the FBI at [www.ic3.gov](http://www.ic3.gov) about any information about such frauds.



**2. COVID-19 treatment scams.** Forbes has reported extensively on COVID-19 scams, including those targeting older adults, pandemic cybersecurity scams, and personal protective equipment scams. It might seem that such rackets would let up in the new year, but as states begin to roll out COVID-19 vaccinations, grifters and/or misguided souls are busy hawking unproven treatments for the disease. The Food and Drug Administration is especially concerned that such deceptive products “might cause Americans to delay or stop appropriate medical treatment, leading to serious and life-threatening harm.” The agency has also reported unauthorized COVID-19 test kits being marketed online, which could lead people to forgo the treatment they need or unknowingly spread the virus. Visit this FDA post to find out more about [COVID-19 treatment and vaccine scams to avoid](#).



**3. Pandemic Unemployment Assistance scams.** State governments are usually the target of these scams, which include a Nigerian crime ring. Billions of dollars meant for unemployed Americans have been siphoned off by fraudsters using stolen identifies – something New York Attorney General Letitia James has called “as shameless as it is illegal.” The FBI warns that you should not respond to callers who request sensitive data such as your birth date or social security number. Also, avoid clicking on a link in emails or texts from someone you don’t know – it might install malware that scammers could use to capture your private personal data and use to apply for PUA benefits in your name. If you have received unsolicited calls or emails about unemployment benefits, notify your state unemployment department.



**4. Puppy Scams.** If you’re feeling lonely and isolated during the pandemic, the thought of having a puppy in the house may be especially appealing. (Was it a coincidence that Hamilton star Daveed Diggs’ “Puppy for Hanukkah” was released this winter?) But you are more likely to experience heartache than joy when shopping for an adorable puppy online. Online pet scams were widespread before the Covid-19 crisis, but the Better Business Bureau has seen five times as many online pet scams in the U.S. and Canada during the pandemic, with consumers losing an average of \$1,000. The BBB estimates that up to 80% of sponsored online ads for pets—including dogs, cats, and parrots — are fraudulent, warning consumers to be extremely cautious when shopping for a pet online. “The pandemic provides an excellent excuse for scammers as to why the customer cannot visit the animal in person before paying; creative scammers can also ask for more money to provide fictitious COVID-related shots or specialized crates for transport,” the BBB reports. A safer route is to contact a local seller or animal rescue.



**5. Employment scams.** As Forbes has reported, employment scams were among [the biggest source of consumer fraud](#) reported in 2020, and with millions of people looking for work, the BBB expects such swindles to flourish in 2021. In one especially pernicious scam, consumers are interviewed online by an alleged work-from-home company, then sent a large check for “secret shopper” work involving buying gift cards and copying bar codes or taking surveys for a given company. The BBB reports that a day or so later, the check will bounce, with an average loss of \$1,500 to the consumer in bank losses and fees.



To avoid these excruciating losses, experts advise that you should 1) never give out your bank account, social security number, or other personal information over the phone; 2) refuse to cash a check that comes with “extra” money or purchase gift cards and send bar codes at an employer’s request (see above); 3) avoid money orders or cashiers’ checks as payment, and 4) never wire an “employer” funds via Western Union or any other service: The University of Colorado at Boulder also has this succinct warning: “Never apply to a job that is emailed to you out of the blue.”

**6. Online shopping scams.** E-commerce [boomed during the pandemic](#), and so did online shopping fraud, according to reports of undelivered merchandise logged by the Federal Trade Commission. One of the simplest scams involved creating a fake online store, advertising hugely discounted items, and taking payments for goods that never arrive. The FTC advises you to always pay by credit card so your liability doesn’t exceed the first \$50 of payment if you encounter fraud. In addition, avoid emailing any financial information or clicking on internet pop-ups (they might contain malware that can infect your computer and assist in identity theft).



**7. Crypto scams.** Experts predict [a rise in cryptocurrency fraud](#) in 2021, with one Russian cybersecurity firm warning of a jump in Bitcoin theft. Coinbase Help Center explains that scammers are prone to set up fake customer support lines and pretend to be working for Coinbase or another reputable company: “These fake [customer support] phone numbers are then spammed on the internet, luring unsuspecting victims seeking assistance.” To avoid such traps, Coinbase recommends never giving crypto support staff remote access to your machine or giving out your 2-Factor Authentication security codes or passwords. In addition, Coinbase recommends never sending cryptocurrency to external addresses on the advice of alleged customer help agents or accepting outbound customer support calls that ask for sensitive financial information. Reputable agents will not ask for that.



**Money can't buy happiness but it keeps the kids in touch**

**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))

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## Don't Be Fooled: Caller ID Scammers

This was from my credit union but can apply to any financial institution and I modified it accordingly. *Editor GeorgeE*

Dear Member,



Scammers are using fake bank and credit union caller IDs to call and ask for banking and personal information. Members have reported getting calls with a correct Credit Union phone number on their Caller ID. However, it's really not the financial institution.

### Here's How the Scam Works. . .

Through a variety of ways, a scammer steals your bank card account number. Then:

- The scammer enters the number into a smartphone digital wallet app.
- The digital wallet app recognizes the account number and texts a verification code to your phone.
- The scammer calls the you, using a fake caller ID again, and asks you to verify recent charges.
- Since you didn't make any, you say they're fraudulent and then the scammer asks for the verification code you just received to "confirm" your identity.
- If you give them the code then the scammer can activate the digital wallet and start spending the your money.

### Don't Be Fooled!

Your financial institution will never CALL you and ask for your:

- PIN.
- Online banking username and password.
- CVV code on a credit card.
- Full Social Security number.
- Verification code.



However, for your safety, if you call your financial institution, they will ask for ID information.

### What You Can Do To Protect Yourself:

- If you're suspicious in any way, hang up and call your financial institution directly.
- Never click on an email link unless you're sure the email is from your financial institution .
- Never give out the above information over the phone or via email, text or social media messages.

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# A 2021 List of Websites Dedicated to Seniors

Jeff Hoyt, Editor in Chief SeniorLiving.org



From health to finances to technology and humor, we've put together a list of the top senior sites where you'll find a little bit of everything. These sites are loaded with useful information and are easy to navigate. We have compiled a list of resourceful websites on the web for [senior citizens](#).

(Note: While the sites are categorized, they are not ranked in order.)

## Aging

Useful information is essential when you are trying to [age with ease](#). From activities to try at home, to retirement and investment advice, it's important to know where to look for information on aging. Here are some of our favorite websites that will help you as you age in place and provide you with alternative living situations if the time comes.



**AARP:** [aarp.org](http://aarp.org)

From the latest treatments for [Alzheimer's](#) to the eight healthy reasons to have sex, aarp.org is crammed with useful senior articles, videos and [senior discounts](#). There is probably no other site as comprehensive. Even if you aren't looking for anything specific, just browse the headlines and you'll find something that catches your eye.

**Retirement Life Matters:** [retirementlifematters.com](http://retirementlifematters.com)

Hundreds of articles for the retired on topics ranging from health to relationships to spirituality.

**Love to Know Seniors:** [seniors.lovetoknow.com](http://seniors.lovetoknow.com)

Interviews with experts; fashion and beauty; arts and crafts for seniors — you'll find a little bit of everything here.

**Assisted Living Directory:** [assisted-living-directory.com](http://assisted-living-directory.com)

A great site that focuses on assisted living facilities across the nation. This site also has some great content for those who may be interested in opening up an assisted living or senior living home.

## Travel



When you [love to travel](#), it's time to check out some of our favorite sites that provide information and special deals to seniors. If you have a new passion that you want to learn more about, or you want to find out about economical travel opportunities, the following sites will provide you with travel ideas throughout the world.

**Road Scholar:** [roadscholar.org](http://roadscholar.org)

Want to explore the Biblical Israel? See the statues on Easter Island? Float down the Danube? Check out Road Scholar, the site for Elderhostel, “the not-for-profit world leader in lifelong learning.”

**Evergreen Club:** [evergreenclub.com](http://evergreenclub.com)

If you're over 50 and like to travel, check out what the Evergreen Club offers: a network of low-priced B&Bs, guest rooms and other down-to-earth, personal accommodations.

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

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## Technology



[Technology](#) is always changing. As a senior, it can make you feel less independent when you have to constantly ask for help with [your computer](#), [smartphone](#) or even television. Check out the resources we have discovered to make using technology less scary for seniors.

**The Senior's Guide to Computers:** [seniorsguidetocomputers.com](http://seniorsguidetocomputers.com)

Simple, useful, and uncluttered is the Senior's Guide to Computers. And it shouldn't be any other way with [technology](#). This site walks you through everything computer and web related with their easy-to-navigate "Learning Center". Want to back up your data? You'll get written instructions complete with screen shots and animation.

**Age in Place Technology Watch:** [ageinplacetech.com](http://ageinplacetech.com)

If you want to know the latest tools and advice for remaining in your home for as long as possible, bookmark this site. You'll find topics (robots for caregiving) that you never knew existed.

## Humor

Who can't use a good laugh once in awhile? Laughter is good medicine, but it can be hard to find websites that cater to the senior crowd. When you don't want to read obnoxious jokes just to get to a few that are interesting, we recommend the websites below.



**Suddenly Senior:** [suddenlysenior.com](http://suddenlysenior.com)

What can you expect from this light-hearted site? Here's a sample: "Instead of *1,000 Places to See Before You Die*, at our age how about just five?" There's also nostalgia, trivia, a senior forum, and other areas for those that have "become senior before their time."

**Swap Meet Dave:** [swapmeetdave.com](http://swapmeetdave.com)

Dave Ahl's site is packed with jokes, funny pictures and videos, and as the title suggests, stuff he hawks, which ranges from books to old coins to vintage video games.



## Health

As a senior, you have [specific health needs](#). While there are many resources to look up health information online, you will quickly discover that the amount of conflicting information you find is extensive. We have found a number of sites that we believe offer useful, accurate, and detailed medical advice for seniors who are doing research on specific medical concerns.

**Web MD:** [webmd.com](http://webmd.com)

Perform a search on any health topic and you'll probably get a webmd.com link on the first page. There's good reason for that: their articles on health are authoritative (often written by doctors and easy to read/understand).

**The Mayo Clinic:** [mayoclinic.com](http://mayoclinic.com)

Easy to navigate site on all things health-related for seniors. Get the "basics" on a topic or click on the "in-depth" tab. You'll also find slideshows, videos and resources for further reading.

**National Institutes of Health Senior Health:** [nihseniorhealth.gov](http://nihseniorhealth.gov)

An easy to use site for [senior health](#). Pick a topic by first letter. For instance, arthritis. Go to Rheumatoid arthritis and you'll find the basics plus risks, treatment options, videos and links for further reading.

**Medicare:** [medicare.gov](http://medicare.gov)

This is the official U.S government site for Medicare. Find doctors and medical facilities. Compare drug and health plans. See if that test is covered. Under "Care and Support" you'll find topics ranging from smoking cessation to prostate cancer screening.

## Jobs

Whether you are looking to supplement your retirement or you aren't quite at retirement age, you have [job options](#). When you have experience, but you aren't sure how to go about searching for a job, we have advice. The senior job sites we have found will help guide you in starting your own business, finding your passion, and locating a job that fits your skills perfectly.

**NOW HIRING**

### **Retired Brains:** [retiredbrains.com](http://retiredbrains.com)

Find jobs; get advice on career transitioning; start your own business. There's something for any job seeker on [retiredbrains.com](http://retiredbrains.com).

### **Work Force 50:** [workforce50.com](http://workforce50.com)

Loaded with advice for seniors looking for jobs. You'll find relevant articles (e.g. "Leveraging Your Military Background to Build Your Civilian Career") written by experts in the field. Some of the topics include job search preparation, marketing yourself, and finding meaning and purpose.

## Finance and Money

If you are like more seniors, you are always looking for new ways to make a better investment and to [save money](#). When you are trying to live comfortably in your retirement, it's important to pay attention to how you are spending and saving your money. Learn more about products you are interested in before making a purchase and see how your money can continue to add up through solid investments by visiting the sites we have found.

### **The Money Alert:** [themoneyalert.com](http://themoneyalert.com)

Dozens of articles about investing, retirement planning, estate planning, and just about every other topic having to do with money. Their calculator page is worth a visit in itself.

### **Consumer Reports:** [consumerreports.org](http://consumerreports.org)

You could easily spend hours on [consumerreports.org](http://consumerreports.org): smart ways to invest your money; resist credit card temptations; and "how to haggle with your doctor." Get access to all the site's content including reviews and buying advice for \$30 a year.

## Dating



Dating doesn't have to be over just because you are a senior. When you are looking for a new partner, or you are interested in finding companions for a night out, you can sign up for a senior dating site exclusively for seniors. If you have been looking for love but haven't found it, take a chance by meeting like minded seniors online.

### **Senior Match:** [seniormatch.com](http://seniormatch.com)

Looking for love? Or maybe you just want a companion? Sign up for [Seniormatch.com](http://Seniormatch.com)'s free dating service for those over 50. You may just find your spouse...or just a bridge partner.





## Forums

Senior forums are a great place to meet other seniors who have similar interests. From local forum groups to build community in your area, to online forums designed to allow people to talk and share ideas, forums can be very useful. If you are feeling alone and want to meet other seniors, it's time to check out a forum. When you are a shy person, forums can be an excellent place to start a virtual conversation.

### Seniors Only: [SENIORSonly.club](https://seniorsonly.club)

Seniors Only is a free online forum for individuals over 50. While you have to use a first and last name for identification, they don't have to be your real first and last name if you are nervous. From philosophical discussions to help requests, get to know other members and you just might find others in your area who are on the site.

### Senior Forums: [Seniorforums.com](https://seniorforums.com)

Senior Forums is the place to go when you have questions that you want answered by your peers. With an active community and topic headers for any interest, you will have fun looking through the forums and meeting other people.

## Chat Rooms

A [chat room](#) is much like a forum except you are talking in real time to others who are online at the same time. Many forums offer a chat room, while some websites only offer a place for seniors to chat. Here are a few sites we have discovered that give seniors a place to meet other seniors in real time.



### Senior Chatroom: [Senior-chatroom.com](https://senior-chatroom.com)

Senior Chatroom is a free community and described as a place for seniors to learn how to use chat rooms online. As the name suggests, the chat room is for seniors and you will be able to have discussions with others no matter what time of day it is. If you are bored and looking to chat, check out Senior Chatroom.



## Online Games

Online games are everywhere. If you are being asked for private credit card information to play a game, you are on the wrong site. While some sites might ask you to pay for extra lives or game materials, if a site feels unsafe, then it probably is.

### Facebook: [Facebook.com](https://facebook.com)

There's a reason Facebook is the number one social media website for seniors. You can talk with your friends and family, share photos and links, and you can play all kinds of games for free.

## Discount Sites

Find great deals at the following [senior discount sites](#). When you are living on a limited budget, it's important to find all the deals you can. Whether you are looking for a place to go out to dinner, or discounted movie tickets, a good deal can be hard to find.

## Retirement

If you have been looking forward to [retirement](#) for years, the time is getting near for you to enjoy it. If retirement planning is your current focus, finding the right websites to gather information can help you make the most out of your retirement when the time comes. Here are some of our favorite sites that discuss retirement strategies for the savvy senior.



### Investopedia: [Investopedia.com](https://investopedia.com)

Investopedia is a must read for any senior who want to keep on top of their investments and move to more aggressive investments if necessary. Full of financial advice, Investopedia provides relevant investment news and strategies for people who visit the site.

# Here's what forgetting simple words says about your brain

'Tip-of the tongue syndrome' doesn't necessarily reflect an aging memory.

By Roger Kreuz & Richard Roberts/MIT Press Reader

November 27, 2020



<https://www.popsoci.com/story/science/forgetting-words-brain-condition/>

Roger Kreuz is associate dean and director of Graduate Studies in the College of Arts and Sciences and Professor of Psychology at the University of Memphis. Richard Roberts is a foreign service officer currently serving as the Public Affairs Officer at the US Consulate General in Okinawa, Japan. Kreuz and Roberts are the co-authors of *Changing Minds: How Aging Affects Language and How Language Affects Aging*, from which this article is

excerpted. This story originally featured on MIT Press Reader.

Have you ever had trouble thinking of someone's name? Perhaps you can even see the face of the person in your mind's eye, and you would immediately recognize the name if a friend suggested it to you. Although this happens frequently with names, it's the same for any word. It's not that you can't remember the *concept* but that you can't find the language label for it.

Word-finding problems are an almost stereotypical aspect of the cognitive issues that plague middle-aged and older adults. These failures occur without warning for even the most familiar words and names a person knows. The most troublesome words, researchers have found, are proper nouns and the names of objects. This retrieval inability can last anywhere from a split second to minutes or even hours, and they can be exasperating. In fact, older adults frequently mention word-finding problems when asked about the annoyances of aging.

*Changing Minds: How Aging Affects Language and How Language Affects Aging.* MIT Press

In such cases, a person is certain she knows the word she is searching for. It may seem as if the AWOL term is just on the tip of her tongue, but for some reason she can't produce it, at least at that moment. In fact, psychologists refer to such experiences as tip-of-the-tongue (TOT) states. But are they really the harbingers of befuddlement that they appear to be?

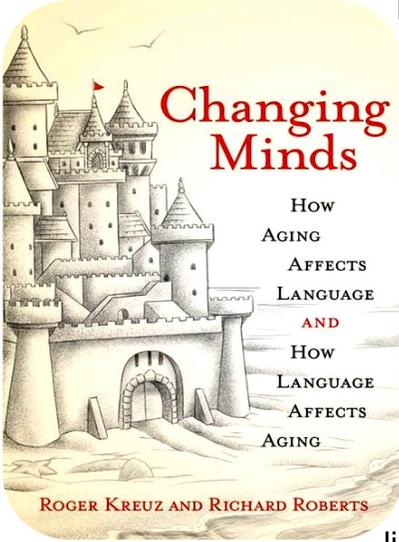
Studying TOT presents certain challenges to psychologists who want to understand how and why such states occur. Much like astronomers who study ephemeral phenomena like supernovas, researchers know that TOT states will eventually happen, but not exactly when. This uncertainty has led to two distinctly different ways of investigating TOTs: via naturalistic methods and by experimentally inducing word-finding failures in laboratory settings.

Researchers studying word finding and TOT have tried to quantify two aspects in particular: how often these states occur, and the likelihood that they are resolved — that is, the sought-after word is spontaneously recalled by the person without external assistance (such as looking the word up or having a friend offer the solution).



**The Hokey Pokey Clinic ~  
Come in and turn your self around!**

**Much like astronomers who study ephemeral phenomena like supernovas, researchers know that tip-of-the-tongue states will eventually happen, but not exactly when.**



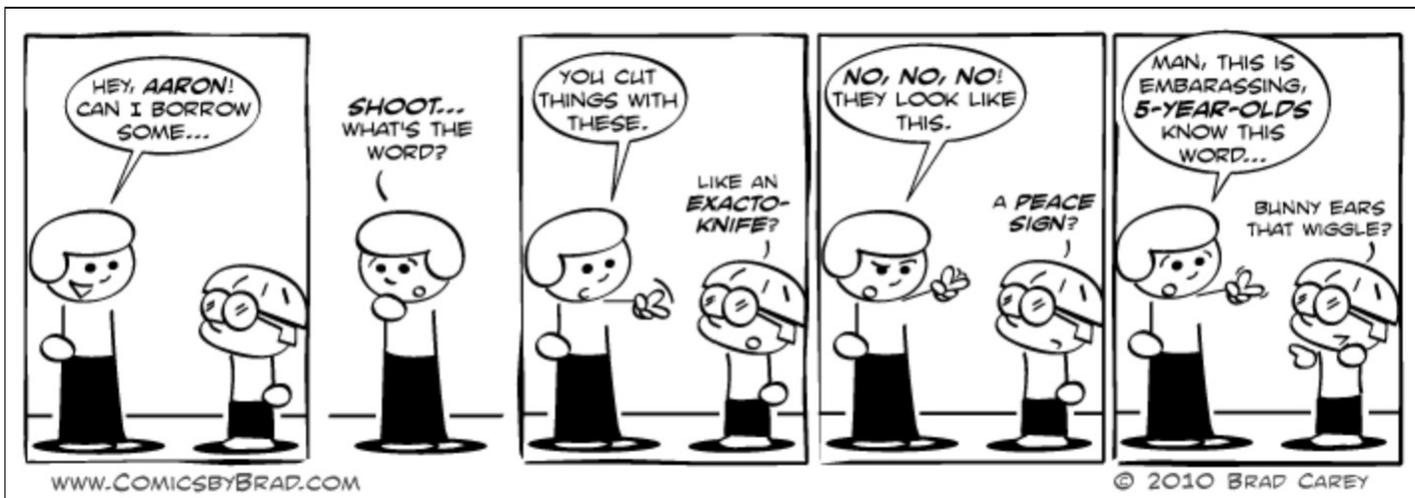
Diary studies, in which people write down every time they experience a TOT state, allow researchers to assess both frequency and resolution rates. The results suggest that college students experience about one to two TOT states a week, while for people in their 60s and early 70s, the rate is slightly higher. Research participants in their 80s, however, experience TOT states at a rate almost twice as high as college students. Diary studies have shown that TOT episodes are likely to be resolved: The typical success rate in such studies is more than 90 percent.

We need to be cautious, however, when interpreting such naturalistic data. It may be the case that older adults, who are more concerned about their memory lapses, will be more likely to record such instances. They may be more conscientious about writing them down, perhaps because their lives are less hectic than those of younger participants. It may also be the case that participants are simply more likely to record resolved TOT states than episodes that are not resolved.

The alternative method for studying word finding is to experimentally induce a TOT state. A method for doing this was developed by psychologists Roger Brown and David McNeill. They found that simply giving participants dictionary definitions of uncommon English words would often trigger a word-finding failure. An example from their study was “A navigational instrument used in measuring angular distances, especially the altitude of the sun, moon, and stars at sea.” (If this example has caused a TOT state for you, sorry! The word is “sextant.”)

In this study, the participants were often able to provide the desired word without difficulty. On other occasions, the subjects had no idea what word the definition was describing. However, if they found themselves in a TOT state, Brown and McNeill asked them additional questions. The researchers discovered that, while in such a state, people can report partial information about the sought-after word, even as the word itself eludes their grasp.

**The mind is like a parachute, it works better when it's open!**



## Psychologists found that simply giving participants dictionary definitions of uncommon English words would often trigger a word-finding failure.



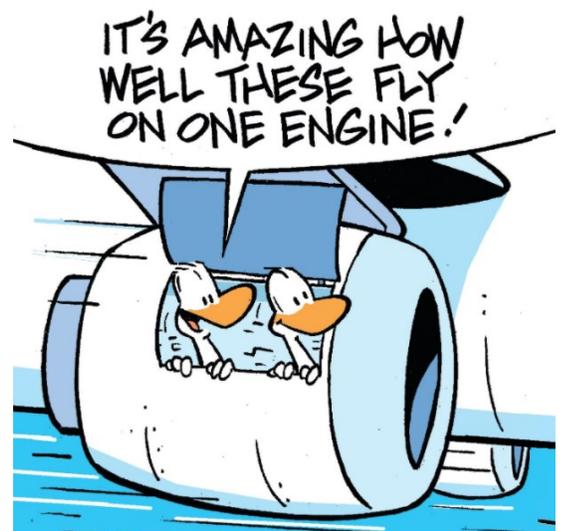
For example, the participants performed far above chance when asked to guess how many syllables the word had, or what its initial letter might be. And not surprisingly, when people made errors, they often produced words that had a similar meaning. When given the definition for “sextant,” the participants sometimes responded with “astrolabe” or “compass.” However, they also sometimes offered up words that only sounded like the intended term. The definition for “sextant” also led to responses of “sextet” and “sexton.”

If we assume that sailors wielding their sextants are neither members of six-person musical groups nor gravediggers, then these errors suggest something important about how our knowledge of words is arranged in memory. Studies with older adults, however, suggest that partial information (such as the initial letter of the word) is less available for them.

As with many issues in cognitive aging, we can view the increase in TOT states as a glass half empty or half full. On the one hand, these retrieval failures can be taken as evidence of weakening connections between the meanings of concepts and the words that denote them in long-term memory. It's also possible that the increase in word-finding problems with age reflects something very different.

Psychologist Donna Dahlgren has argued that the key issue is not one of age but one of knowledge. If older adults typically have more information in long-term memory, then as a consequence they will experience more TOT states. It's also possible that TOT states are useful: They can serve as a signal to the older adult that the sought-for word is known, even if not currently accessible. Such metacognitive information is beneficial because it signals that spending more time trying to resolve the word-finding failure may ultimately lead to success.

Viewed this way, TOT states might represent not retrieval failures but valuable sources of information. If you are an older adult and still worried about the number of TOT states that you experience, research suggests you might have fewer such episodes if you maintain your aerobic fitness. So the next time you have trouble thinking of a word, you can also try looking for it around the block.



# Letters

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

## Jerry Lambden - Castro Valley, CA

I haven't been in the cockpit of an airplane for over 25 years. After flying navy and united for over 42 years, I have put those years behind me. Many challenges, lots of adventure and a satisfying profession. I was one lucky guy. I suspect Lady Luck sitting on my shoulder had a lot to do with it.

Into retirement, family, travel, hobbies have kept me occupied. I also continued to collect "STUFF" That's the subject of my letter. Do you remember George Carlin's comment, "A house is where you store your stuff while you go out and collect more stuff"?

The Virus lockdown provided ample time for this project.

My collection of books went to the public library, two cars to the highest bidder, Clothes to the Salvation Army, sports equipment to family and friends, woodworking tools and equipment to the local woodworking club, etc.



No garage or estate sales, just please take my "STUFF" and enjoy it. I admit it was painful parting with many of my toys and treasures that I had collected over my lifetime.

I am not planning a trip "West" soon...but I won't have to check my luggage, I'll just go carry-on.

Best wishes,

*Jerry Lambden*

Here's an excerpt from the BBC TV show *QI* discussing flight cost savings: "In 2018, **United Airlines** switched to lighter paper for the in-flight magazine saving 1 oz per copy, or almost \$15 per flight and when converted to fuel savings for the year, that is 170,000 gallons or \$290,000."

Click [here](#) for the text.

Click [here](#) for the video (1:35 thru 5:45)

## Bob Beavis - Sea Girt, NJ / Juno Beach, FL

2021 January Greetings. Age 78 and starting to slow down.

Christmas ski trip to Crested Butte, Co with our family of 12. Photo: Bob, Barbara, kids: Patti, Pete & Paul (both boys fly for UAL out of EWR.)

We winter in Juno Beach, FL and rest of year is spent in Sea Girt, NJ.

Bought another sailboat: [Hunter 36](#) and it is in the water on the Manasquan Inlet, NJ.

Just squeaked by another FAA Class II medical and will continue to fly a Navajo Chieftain for food and fun out of KBLM. NJ Jersey Aero Club airplanes as well as in son Paul's C-185 and a friend's Twin Cessna 320 out of N12 NJ. When if Florida fly a PA28R out of Pahokee.

We are Blessed with good health and some prosperity.

*S/F, Bob (Beaver) Beavis*

JFKFO (except furloughs, 6 months 737 S/O at ORDFO and my final 16 B747-400 months at LAXFO.)



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## Doug Rankin - Woodland Hills, CA

by Marcene Rankin

There I was, the only passenger on a DC-10 HNL-LAX, on Dec. 17, 1984. I thought, oh boy, will I get fantastic first-class service. Wrong! The FAs all went to the rear and either played cards or slept. That is, all but one young man who was working in first class. He brought dinner, drinks, etc., so I really had nothing to complain about. But it was a bit eerie when I took a walk through the cabin and there was no one there.

This situation happened because of various flight delays in HNL, [you guys know the drill], and passengers were rebooked on other flights to ORD and the east coast, and there was no one left who wanted to go to LAX. But the plane had to be in LAX so Doug and crew took it there with me as their only passenger.

I'm writing this on Dec. 26, which would have been Doug Rankin's 91st birthday. I still look up when I hear an airplane overhead; it's just an automatic action, after a lifetime of aviation.

I glanced through the RUPA roster and thought, My Goodness, just look at the millions of hours those folks represent. or more likely Billions of hours that people were whisked through the skies by these pilots. And those numbers just represent the retired ones!

I had kept busy with BPOE [Elks], family and all, until March and the Virus situation. One of my sons lives with me and takes good care of me. He designs and builds Radio Controlled Model airplanes, and even taught me to fly them. We used to go to Apollo XII model plane airport to fly but we no longer go flying. I'm looking forward to next year and hope we can fly again.

My oldest Son retired as a Capt. from Delta in 2017 and I'm sure glad he is not caught up in the havoc of today's problems. He has our Cessna 182 and is busy with it and other planes. He has an A&P so there's lots to do.

I'm fortunate to have my daughter nearby, as she is always ready when I send out an SOS about how to do something on the computer or cell phone or other device.

I also belong to group called "Wings Over Wendy's", an organization Doug was member of for years. It's composed of aviation enthusiasts, veterans, and sundry others. We met every Monday morning. It's on zoom now. The average age is probably 75 or so, but they all have interesting stories to tell. One of my friends there flew B-17s in WWII, and he tells of a time when another B-17 pancaked on top of him cutting off the

nose of his B-17. The three guys in the nose thought they were goners so they bailed out, but Al said the plane was still in the air so he managed to fly it til he found a hole in the clouds and luckily was over a P-51 fighter field in Belgium. It's these kinds of stories that make the group so interesting. We used to go on field trips to some very interesting places and I miss those trips. Holding out hope for better times to come. It is said that "one must keep busy" so I do my best to comply.

The RUPA newsletter is always great, thanks to all who make it so.

*Marcene Rankin*

(Widow of Capt. Doug Rankin

YIP; DCA; MSP; YIP; LAX)

by the way, it was Capital Airlines, not CapitOI!

Thank you to all who caught my misspelling and are keeping me honest. *Editor GeorgeE*



[Click photo for Capital Airlines history.](#)

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## Jim Nobel - Park Ridge, IL

I'm a very lucky guy. I turned 91 in October and am in pretty good health for my age. I worked for 30 years for a great company as a flight instructor and pilot, retired in 1995 with a good pension and live comfortably in a nice community.

When I was a senior in high school I asked a classmate for a date. She said "yes" and that girl, Jan, and I celebrated our 70th wedding anniversary in September. We have enjoyed many years of sailing for pleasure and racing and have traveled all over the world visiting 60 countries and all 7 continents. The highlight of our travels was a 4-month trip around the world in 2000. We have 3 children and 3 grandchildren and all are doing well.

As I said, I'm a very lucky guy. Many thanks to the officers and workers who spend so much of their time in making this a great newsletter.

*Jim*

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## Bob Wren - Huber, UT

Happy New Year!!

Birthday coming up, I guess it's time for my annual RUPA report. Oh, wait, 20 years retired and I've never yet submitted one.

I began my airline career with PanAm in 1966 as a 727 Flight Engineer in the Internal German Service <https://panamigs.blogspot.com> out of Flughafen Tempelhof in the then divided city of Berlin, Germany flying the corridors over East Germany to various West German cities. It was a very interesting six years, living in a house with WWII bullet holes and in a city surrounded by the Berlin Wall.

35 years later, I was forced into retirement, having progressed to 777 Captain and then regressing back to a 'new' career as a - - - 727 Flight Engineer!

My final UAL flight was in an empty ferry from LAS to DEN after a week-long 'vacation' in LAS, (NO) thanks to the Twin Tower attack on 9/11. We had left Ontario, CA early that disastrous morning enroute to DEN. Shortly after reaching cruise altitude, the ACARS pinged and printed out a message saying, 'An aircraft has just flown into the Twin Towers.'

I passed the message up to the Captain and opined, "This must be some kind of sick joke." A few minutes later, ACARS pumped out a second message 'Another aircraft has flown into the Twin Towers.'

This was followed shortly by calls from dispatch and then ATC directing ALL aircraft to land at the nearest airport. Not long thereafter we were on the ground in Las Vegas, after attempting an explanation to the passengers. An entire sky full of airlines was quickly emptied. US commercial aviation was Shut Down!

Hence a week in Las Vegas, watching the repeating review of the Twin Towers disaster on every channel, intermixed with strolling up and down the Vegas Strip, which had quickly become quite deserted.

Once the closure of the Friendly Skies was rescinded, we were directed to continue with our (now empty) flight to Denver. We were one of first flights to arrive - to an airport filled with parked airplanes but very few planes in the air. We did get parked at a gate and on

disembarking we were met with cheers from employees (better meant for returning heroes). But I guess the airline staff was overjoyed to simply see some beginning to a return to 'normalcy.'

I was soon able to talk Southwest into a jump seat back home that evening; thereby unknowingly ending my aviation career.

A week or so later, UAL decided to quit flying the 727, so I was unceremoniously forced into retirement. No gold watch, no handshake, no party, no comment. Simply, it's over – NOT with a bang, but a whimper!!



My flight bag is still where I left it all those years ago. I recently opened it to find a 12 Sep 2001 yellowed copy of the Las Vegas review Journal, causing some very bad memories! (Thankfully faded a bit over the years.) But life went on!! I wonder if that ACARS message is still in there somewhere, maybe I look again in a few years.

So now I spend my days doing genealogical research (to keep the mind working) and taking a daily 4 to 5 mile walk (to keep the body running). I highly recommend taking up these activities. Start slowly, but be consistent, daily exercise will keep you younger (relatively).

The view from my daily walk:

[\(Photo on inside back cover: Editor George E\)](#)

My wife always grabs the RUPANews on arrival and won't allow me to read it until she has read every article. (I now cheat by getting the Email copy.)

20 years after retirement, I've decided to report in – so my wife can read about it in RUPA News.

Thanks to RUPA for all you do to keep us informed.

*Bob Wren,*

Naval Aviator, (1960-65) [USS Wasp](#);  
(1966 Pan Am - 2001 UAL) 700, 707, 727, 737,  
747, 757, 767, 777, 787,  
BER, JFK, ORD, SFO, LAX, IAD, MIA

## Mur Bergsma - McHenry, IL

Enclosed you will find my check No. 3799 in the amount of \$50.00 to cover the cost of renewal for a 2-year period. Although I still think of myself as "young" at 77 years, obviously the wheels in the brain aren't up to par in remembering important events such as renewal of my membership. It's embarrassing to see that it was due back in August, and here we are the end of December and Muriel's brain is coming out of hibernation!

Due to the scourge of the COVID-19 virus, we are hunkering down in our IL home until a vaccine is available to us to fly to our southwest winter home in Green Valley, AZ. So far the snow hasn't blanketed the ground making for easy travels locally for doctor appointments and grocery shopping.

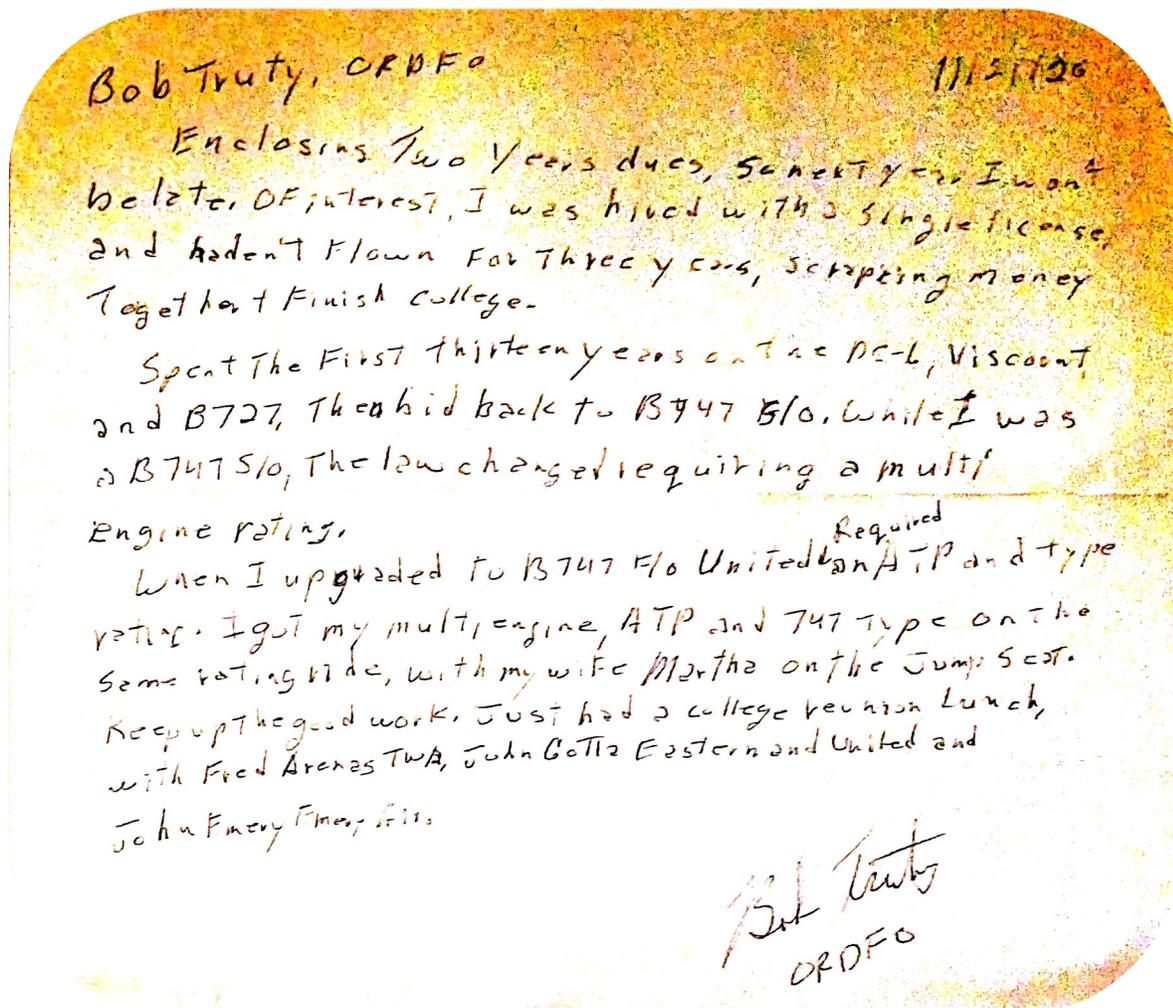
I thoroughly enjoy reading the letters from all the former pilots I knew when working at ORDFO as an Administrative Coordinator. Can't believe I've been retired for over 20 years - retired at 55 1/2 years due to family commitment of caring for my mother. I reflect back on all the wonderful friendships and memories I've made during my time at United, dating back to 1966, and it warms the old gal's heart.

All the RUPA Officers/Committee Chairmen do such a wonderful job in keeping the "alumni" briefed on all the happenings, along with very informative articles on various items of interest. It's nice to know you're appreciated!

May everyone stay safe and healthy during these crazy times and hopefully in 2021 we'll see a big turn around. Thank you again.

Sincerely,

Mur Bergsma



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## John Rains - Morrisville, VT

One of the most common ways of starting a letter to RUPA is "Well, it's been 20 years since I set the parking brake on the .....". Then I realized that's me. It has been 20 years.

BRU layover, wife and a good friend on the jet, then dinner with the crew. The staff brought a Belgian chocolate cake for the return trip with a "congratulations" on the top. It was a beautiful day back at IAD, I missed the squeaker landing by just "that much". Oh well.

John Gorczyca has encouraged me to share Margie's and my story about our Italian experiences. I've had several others give similar encouragements, so let me give it a try.

Margie and I enjoy spending time in Europe and particularly Italy. We have been blessed these past 16 years with the opportunity to embrace and be embraced by this magical place and the people we have met and come to love. They have become "La nostra famiglia Italiana". It all started in 2004 when we decided to do a Greek Island cruise.

We flew to MUC with another couple and dear friends, then took the train through the Alps to Venice and then spent two days there before boarding the Golden Princess for a 12 day Greek Island cruise ending in Rome's port, Civitavecchia. From there, we headed to a villa in Tuscany just outside of Florence. The scenery was amazing as we drove the Chiantigiana "The Chianti Way" SR222.

- A note about transportation. Four adults on a 12 day cruise with stops along the way cannot fit their gear in a car that they are planning to use on small rural Italian roads. It cannot be done. You hire a van with a driver and go to the villa. Drop off your stuff and have the driver take you to the car rental place and pick up the car. Trust me it's worth the money!

As we were driving through the Tuscan countryside we came upon a small village called Panzano in Chianti. It sits at the top of a very long uphill drive from Greve in Chianti and then a very long downhill drive to Castellina in Chianti. As you can imagine the views were spectacular. We both loved it. It had hills, vineyards, Olive groves, quaint little shops, all things Tuscan and just a great feel. We knew immediately that we wanted to come back.

The next year, in April, Instead of flying I talked my wife into doing an Atlantic crossing to Rome. I wanted to take 6 days crossing the Atlantic rather than 3 ½ hours. To this day It was my favorite cruise. We had the last cabin on the right side of the boat just below the lifeboats so no one above us looking down. The balcony wrapped around to the back of the ship so instead of 10' it was 25'. We watched the sunset every evening. What a great way to get back to Panzano.

Margie had done her research online and found us a villa about 2 miles outside Panzano, Fattoria Casenuove (Now La Torre di San Martino). We had arranged for our driver, Simone Mattzini, (remember the first trip? Same guy) to drive us there.



La Torre in Panzano

The owner of the villa, Maria Antonietta Pandolfini and my Margie really hit it off and it was a wonderful week. It was the first of 28 trips to this villa to date. But the real adventure began two years later when we returned with our newly acquired Toy Poodle Charlie. She was 4 ½ pounds of absolute delight and the greatest traveling buddy one could ask for. She got 25 trips to Panzano before we lost her in 2018. Everyone loved Charlie. She was the Queen of the villa. Maria Antonietta insisted on that first visit with Charlie, that she and Margie take her to be groomed by the finest groomer in Italy, who, of course, was in Florence. I took before and after pictures and she was a cutie and also a total "chick magnet", by the way. I can't really describe how important Charlie was in creating the experiences and building the friendships with those who have become our "famiglia Italiana".

In 2009 we received word that Maria Antonietta had died unexpectedly. We were very sad and wanted to get back. So in May we returned, as we have continued to every year sometimes more than once. Maria Antonietta's daughter, Federica, through the years has become our "Italian daughter" and her friends have become our friends. They have all become know as "John's girls". There are so many people that we care about and love there now.

So, one year, as we were preparing to leave after 6 weeks, Federica told us that they were planning a going-away party for us at the villa. Later, during the party, the girls started talking about music and how they loved the Rolling Stones and I had an epiphany. On my computer I have some 30 GBs of oldies so I snuck out of the party, went back to our apartment, got my laptop, found the Rolling Stones folder, selected "The Harlem Shuffle" and keyed it to begin as I was heading back into the party. Everyone got excited. The music got everyone up and dancing (about 18 of us) and we all ended the party late into the night after many bottles of amazing Chianti Classico Reserva. (Great to stay at a place with 70 acres of grapes)! We still talk about that party to this day and every time we leave there is a going-away party and it always begins with "The Harlem Shuffle".



70 acres of grapes in "our" backyard

I could go on about the cafes and trattorias where we have become regulars and the friends we have met and the many tourists who have gotten their "puppy fix" thanks to Charlie. It has all become such a part of the magic of our experience. Do we speak Italian? They

say we do! Margie actually does and they humor me. I'm just good enough now to make really tragic mistakes in pronunciation for which I continue to get abuse. Oh well!

We were planning on returning last year in May which of course didn't happen because of COVID. We have reservations for this coming May/June for 8 weeks. We are hoping to go. We will see. Next time we will have our little dog Josie with us who made her first trip to Panzano in 2019.



Miramare in Ladispoli

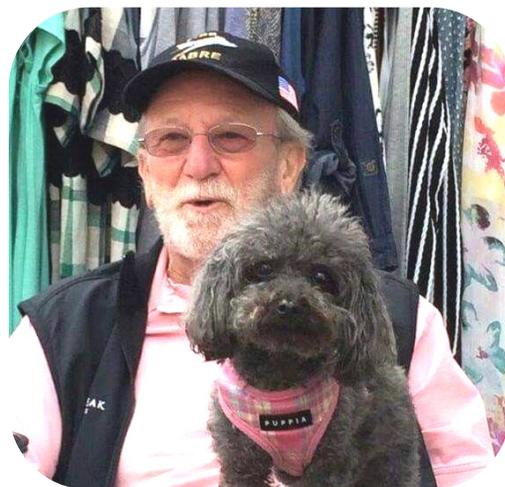
All this was done on UAL standby. Our recommendation... Be flexible and be on vacation the minute you leave the house. Whatever happens is part of the experience.

One last recommendation of ours would be, if you are traveling to Tuscany and flying into Rome spend a night on the Mediterranean on your way to rest and adjust to the time difference before you take the 5 hour drive.

We always do that either coming or going. It works well for us.

Ciao!

John



John and Charlie

## *In Memoriam*

Remembering members who have Flown West

### John “Jack” Roderick, Sr.



John Thomas “Jack” Roderick, Sr., of Batavia, passed away November 20, 2020, at the age of 86.

Beloved husband of Nancy; loving father of Kristen (Ian) Weissman, Tracy (James) Creamer, and John (Jill) Roderick, Jr.; adored grandfather of Zoe and Asher Weissman, Logan,

Kaylin, Hadley and McKinley Creamer, Haley Beach, and Greyson, Finnley and Emerson Roderick.

Jack was a lifelong aviator, earning his private pilot’s license at 16. He proudly served as a Navy pilot for 12 years, including 2 tours in Vietnam and reaching the rank of Lieutenant Commander. Jack continued to follow his passion for flying with United Airlines. He retired after flying with UAL for 32 years, many of which as Captain.

Jack was an avid hobbyist and collector of all things trains, planes and books. He was a Mason, as well as a member of the VFW, American Legion, Navy League, Vietnam Veterans of America and the Airline Pilots Association. He was a graduate and lifelong alumni member to his alma mater, Penn State University.

Jack will be buried at Abraham Lincoln National Cemetery with full military honors. In lieu of flowers, donations can be made in his honor to the Air Classics Museum of Aviation where he has proudly volunteered for many years.

Donations can be sent via mail to 43 W 624 US Rt 30, Sugar Grove, IL 60554 or electronically through their website at

<http://airclassicsmuseum.org>.

### Robert Thomas Lawson



Robert Thomas Lawson passed away on November 4<sup>th</sup>, 2020, at the age of 84, surrounded by his loving family.

Bob was born in Huntington, NY on May 15, 1936, to Joseph and Alexandra Lawson of Portrush, Ireland.

As a child he moved to Queens NY, attending public schools; Farmingdale College; and later joining the U.S. Army where he served as a medic in Germany.

Upon his return from the Army Bob married the love of his life, Barbara Voelker. Together they worked to make his dream of becoming a pilot come true.

When Bob was hired by United Airlines in 1965, he stated that “so great was his love of flying that he never worked a day in his life again.”

Over the thirty-one years that Bob flew for United Airlines, he piloted the DC-6, DC-8, 737 and 727 aircraft.

Bob achieved the rank of Captain in December of 1983.

Bob made his home on Huntington Bay where he enjoyed the love of his family, as well as boating, building, creating, and his cars.

Bob was predeceased by his wife of 62 years, and by his brother Joe.

He is survived by his beloved children, Robert Lawson Jr, and Lynn Lawson Murphy, Son-in-Law Thomas Murphy, his loving grandchildren Lydia Murphy, and Teddy Murphy. Bob is also survived by his identical twin brother, Donald, and his loyal dog Bessie, whom he and Barbara rescued from the little Shelter in Huntington, NY.



## Fred L Rogers



Fred L. Rodgers, Retired United Airlines Captain, a career spanning 37 years, passed away peacefully October 21, 2020 in Long Grove.

He was born October 5, 1937 to Francis and Jessie Rodgers.

Fred is survived by his wife of 59 years, Dixie; children, Michael (Jan)

Rodgers, Kyle (Laura) Rodgers, and Brian (Jenny) Rodgers; grandchildren, Lauren, Seth, Ben, Jacob (Megan), Bethany, Megan, Rebekah, Caleb, Holly, and Hannah; and brother, Larry (Ginny) Rodgers. He was preceded in death by his parents and grandson, Joshua.

Visitation will be 10am until the service at 11am, Monday, October 26 at Davenport Family Funeral Home, 941 S. Old Rand Road, Lake Zurich. Burial will follow in Evergreen Cemetery, Barrington.

In lieu of flowers memorial donations may be made to the Parkinson's Foundation, [www.Parkinson.org](http://www.Parkinson.org).

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## Thomas "Tom" Berg

April 20, 1947 - October 20, 2020



Tom's father was a WW II fighter pilot, having flown P-51s and P-38s, so flying was in his DNA.

Tom went to Embry Riddle in Florida and then flew C-141s in the Air Force during the Vietnam War and later C-5s in the AF Reserves out of Dover, DE.

Hired at United in 1978, he flew the 747 at PEOPLExpress when he was furloughed. Back at United, he became an LCA on the 737-300, the 767, the 777 and 747-400.

He lived in South Florida for quite a while. He'll be missed.

## Robert Neil Howard



June 28, 1939 - November 2, 2020

Robert Neil Howard (Bob) entered into God's loving arms on November 2, 2020.

Bob was born on June 28, 1939 in Billings, Montana, to John Edwin and Ida Howard. The family

moved to Portland when Bob was 3 years old.

He graduated from Milwaukee High in 1956, joined the U.S. Navy and traveled the Pacific on the USS Yorktown.

In 1960 he married Marsha Anne Porter and began his 38-year career at United Airlines.



They had two children, Teresa Lynn and Daniel John. Bob was transferred to Seattle in 1966, where he lived and worked until his retirement in 1998.

His wife, Marsha, died in 2012 due to a long battle with Multiple Sclerosis and Bob remarried Kirk Ann Neil in 2015. Together they lived in Redondo and enjoyed travelling the world.

Bob was the beloved patriarch of his extended family and is survived by his wife, Kirk Ann, daughter, Terri Brown (Gary Black) and children, Danielle and Devin, and son Dan (Lori) Howard and children, Linnea and Cameron, his sisters, Marilyn Lund and Phyllis Oglesby and many nieces and nephews. His greatest joy in life was supporting and encouraging the adventures and activities of his wife, children and grandchildren.

A memorial service will be scheduled when restrictions are lifted. Donations can be sent to the American Heart Association.

<https://www2.heart.org>



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## Norbert Peter Cudnowski

March 15, 1930 ~ October 14, 2020 (age 90)



Norbert Peter Cudnowski, the son of two immigrants, Peter Cudnowski and Stephanie Topolska, was born on March 15, 1930 during the Great Depression. Norbert's father, Peter Cudnowski worked at the Chicago Union Stockyards, and,

with only a sixth grade education, rose to become a union steward at Swift and Company. See Upton Sinclair's *The Jungle* for a glimpse of what Norbert's father's life was like. Norbert's mother Stephanie, worked as a seamstress on Michigan Avenue, sewing expensive dresses for the wealthy earning 10 cents per hour for her time. Peter and Stephanie and all of Norbert's siblings, Lilian, Loretta, Laverne, Mildred and Raymond, predeceased Norbert.

Norbert Peter Cudnowski was a man who achieved great heights from his very humble beginnings. As a child he loved nothing more than to sit at Midway airport staring at the airplanes taking off and landing and he dreamed of one day becoming an aviator. To that end, he attended Lewis College southwest of Chicago, where he studied aviation mechanics. He paid for his tuition working part time jobs and with help from his sister Lilian (Cudnowski) Nowak.

When the Korean War began, Norbert immediately volunteered for the United States Air Force and through dint hard work, determination, skill, and courage he became one of the first generation of United States Air Force Jet Fighter pilots and a member of the 339th All Weather Fighter Interceptor Squadron in Japan and Korea from 1952 to 1955. During his time in the U.S. Air Force, Norbert flew the F-90, F-94B and F-89D jets.

Upon successfully serving his country, Norbert was honorably discharged and returned stateside to become a commercial airline pilot for Capital Airlines where he met and married the bright and lovely Carole Mae (Salyer) Cudnowski. Norbert and Carole had five children. Norbert is survived by his children, Dr. Debra (Dennis Leahy) Cudnowski, David (Kathy) Cudnowski, Cathleen (David) Dixon, and William (Elizabeth) Cudnowski; and grandchildren, Theodora, Curtis P., Katie, and Chris Cudnowski, Grace and Nate Dixon, and Basia Leahy. Norbert was preceded in death by his son Curtis L. Cudnowski, his beloved wife of 58 years, Carole Mae; and by his parents.

Norbert was driven to succeed, and, as quickly as allowed he leapt up the ladder to larger and larger aircraft and as a United Airlines Captain Norbert flew the DC-3, DC-4, DC-6, DC-7, Vickers Viscount, 727, 767, DC-10, and 747 from 1956 to 1990.

Norbert never stopped trying, never stopped studying, never stopped achieving and adapting and he instilled in his children not only his fierce work ethic and drive but also his firm belief in the value of education to push them all forward: Dr. Debra Grace Cudnowski, M.D., David Peter Cudnowski, J.D., LL.M, Cathy Dixon, CPA, MBA and William Edward Cudnowski, B.S, MBA and commercial flight rating. His children and grandchildren are eternally grateful for his love, guidance, support and the stellar example he set for them.

Funeral mass and burial will be held privately for Norbert's immediate family. For those who wish to join virtually may do so by joining us on Zoom for the Funeral Mass on Tues. Oct. 20 at 10 AM.

In lieu of flowers memorial donations in Norbert's name may be made to Lewis University Aviation Program, One University Parkway, Romeoville, IL 60446, 815-836-5920, <https://www.lewisu.edu/academics/aviation/index.htm>

Norbert's tribute video link.

<https://youtu.be/jz3U-emTlic>



## Pete R. Kobyluk



Pete R. Kobyluk, age 98 passed away July 29, 2020.

Pete was born Jan.21, 1922 and raised on a farm in Jones Oklahoma. At age 19, he left with his brother Mike to attend Spartan School of Aeronautics in Tulsa OK to become Airline

Service Mechanics. After graduation they got jobs at Arizona Gliding Academy in Wickenburg, AZ as mechanics and ground instructor. They enlisted in AF reserves in 1943. Pete and his brother joined United Feb.19, 1944 as mechanics at SF0. They were assigned to USAF United Airlines ATC Group, which took them overseas to Guam Marianas for some time.

On Jan. 16 1947 he was a passenger on the very last Pacific Operation flight which was the last of UAL's Pacific organization at HNL. After returning from foreign service he returned to SF0 as a mechanic.

In 1952, Pete became a Flight Engineer and spent a couple of years in CHI and at first chance returned to SF0.

In the early 1960's, Pete became a Second Officer. During the Vietnam War he flew Mac trips to the Philippines, Okinawa, Japan and Vietnam.

During that time, Pete was the Second Officer that volunteered to ferry a flight with Flight Manager Pudge Berlin and First Officer Don Kyte on a DC8 that had landed on Wake Island with #4 engine out. The assignment was a 3 engine flight to HNL with maximum weight and not very favorable conditions. Probably one of his more adventurous flights, although there were many other eventful trips.

Pete flew DC6's,



DC8's and



747's



during his 42 year career with United.

In 1951, Pete met his future wife Mary Ann Casey, shortly after she joined United in Communications at SF0. They married in 1955 and moved to Mountain View, CA. where they spent 65 years of marriage. Pete left behind his wife Mary Ann, sons Casey, Scott and Randy, three grandchildren and two great grandchildren.



## Robert “Jake” Jacobsen



Jake was a farm boy from Nebraska who went off to the military and became a B17 pilot for the Army Air Corp at age 20. He was based in Italy and flew missions over Germany, Austria, and Eastern Europe.

Upon his discharge, he earned a degree in

Aeronautical Engineering from the University of Texas. He was hired by United Air Lines and flew for almost 33 years, before retiring in 1983. He was based in Seattle his entire career, and flew DC3, DC6, B720, B727, DC8, and retired as a DC10 captain. He also did a stint as a flight manager.

Jake was married to a United Stewardess, Nancy Randall, in 1953. They were married almost 59 years, before her death in 2012. He was the proud father of three, grandfather of four and great-grandfather of two. He has lived on Sauvie Island near Portland, OR. for the past 20 years. He loved his view of the Columbia River, and mowing his 3 acres.



## David Murtha



David Murtha, 80, died October 23, 2020 at his home in Loveland, Colorado, surrounded by his loving family.

Dave was born on June 2, 1940 in Las Animas, CO to William and Gladys Murtha.

He later graduated from Colorado State University in 1963, where he met the love of his life, Kathy Ann Evans. They were married on June 13, 1964. He and Kathy raised 3 daughters and one son.

Dave served in the Navy from 1964, before being honorably discharged in 1969. He continued in the Naval Reserves until again honorably discharging in 1986 with the rank of Commander.

He also continued his passion for flying by piloting for United before retiring in 2000. After retiring he cherished his time outdoors, hunting, fishing, riding his Harley, volunteering with Colorado Youth Outdoors, as well as getting morning coffee with friends and travelling with Kathy and family.

Dave is survived by his wife, Kathy, children: Robin Willford (Neal), Chris Thelen (Todd), Jen Munn (Jeff), Mark Murtha, as well as 10 grandchildren.

In lieu of flowers, Dave requested that donations be made to [Colorado Youth Outdoors](#).



Image - United Airlines

## Keith Blue



Keith Eugene Blue passed away on November 13, 2020 in Seattle, Washington from natural causes. He was 83.

Keith was born in Eugene, Oregon to Floyd and Madge Blue. He was the youngest of three brothers (Patrick and Stanley).

Keith grew up in Gladstone, Oregon before graduating from West Linn High School in 1956. While at West Linn, Keith was the quarterback of the football team, captain of the basketball team, and student body president. He attended the University of Oregon where he competed on the track team and was a member of the Theta Chi Fraternity.

At the University of Oregon, he met and was soon engaged to Marilyn Ann Weber. Upon graduation from the U of O in 1959, Keith enlisted in the Air Force. A wedding, officer candidate school, pilot training, and the birth of their first son, Michael, happened in rapid succession.

Upon receiving his Air Force wings, Keith flew the **KC-135** from various bases in the US and abroad and was a war veteran who served in Viet Nam. While in the military Keith and Marilyn had two more sons, Sean and Brian.

In 1968 Keith was discharged from the Air Force and was soon flying the friendly skies of United Airlines. He was with United for 29 years and retired in 1998. Keith was joined at United by Marilyn, a flight attendant, and his middle son Sean, also a flight attendant. Together, the Blue family has accumulated over 80 years of service with United Airlines.

Keith moved the family to Mercer Island, WA in 1970 and was very active in the local community. He was a devoted member of Rotary International and served as President of the Mercer Island chapter. While with Rotary, he was one of the founding members of the Mercer Island Rotary Half Marathon and helped coordinate the race for decades. He was an active coach of his sons' various baseball and soccer teams and a proud father.

In retirement he enjoyed visits to Hawaii and the Oregon Coast.

Keith was preceded in death by his wife, Marilyn Ann (Weber) Blue; parents Floyd and Madge Blue; and by his brothers, Patrick and Stanley Blue. He is survived by his sons, Michael, Sean and Brian and grand-children Madeleine, Samantha, George, Henry and Sydney, and many beloved nieces and nephews.

A memorial will be held at a date to be determined. In lieu of flowers, donations may be made to The Rotary Foundation/Rotary International and the Alzheimer's Association.



Boeing KC-135 Stratotanker [Click photo for more info](#)

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## David Robert “Dave” Landry

Dave Landry was born March 25, 1946 in Worcester Mass., the youngest of three brothers. He grew up in New England, graduated high school in Manchester, CT, and attended South Carolina University. Eventually, Dave’s family found their way to Southern California in the early 1960s.



Dave attended California State University Long Beach, while his oldest brother began flying single engine airplanes. The other brothers followed suit; Dave’s next older brother earned his license and in turn got youngest Dave soloed in Hawthorne, California. Dave got a job as a flight instructor at Rose Aviation at Hawthorne Airport, and was soon hired as a First Officer on Convairs at North Central Airlines for a brief period before moving on to United Air Lines. In the course of his career, Dave flew the Douglas DC-8, Airbus A-320, Boeing 727, 737, 757, 767, 777, and 747.

Dave Landry was a dedicated, principled labor leader. He was popular and influential with the United pilots and was repeatedly elected to represent them in leadership positions, first as the Second Officer Representative for the Air Line Pilots Association’s (ALPA) Los Angeles Council 57 in the 1980’s and for multiple, additional terms as its Captain Representative and Chairman in the 1990’s and 2000’s. Additionally, he was elected as Chairman of the Merger Committee for ALPA’s Master Executive Council. Throughout many years of loyal, competent service, Dave played a pivotal role in leading the United pilots through many of the greatest challenges to their careers.

Dave’s considerable talent and intellect was not limited to airline flight decks or union affairs. He ran his family’s very successful commercial real estate business, at one point directly managing some 214 apartment units in Southern California. He designed and built the two homes in which he lived in Malibu. He was fascinated with technology and dabbled in automation and built computers. Dave was athletic, and an avid tennis player and golfer.

Dave was single for much of his life, but at nearly 50 years, met Sharon Matozzi, who he eventually married. Dave and Sharon were inseparable, and traveled together. They adored their two White Labs, Bear and Sadie.

Flying was deep within the DNA of Dave’s family. The oldest brother Virgil, flew for American; The next oldest, Phil, for Continental; and Dave at United. Dave’s nephews are also airline pilots; Sam at Alaska; Tom at American; and Joe at United. The family was deeply involved in general aviation, flying primarily out of Camarillo, Ca. Spanning decades, they owned and flew a Stinson, a Taylorcraft, a Navion, 3 (three!) Cessna 310’s, a Rockwell Aero Commander, a Beechcraft Baron, an Anderson, and a Varga. Most recently, Dave and his brother built a Cub Crafters Cub (a modern, high-tech version of the Piper Supercub).

Dave retired as a Captain on the 747-400 in 2005. Tragically, Sharon passed away in 2011 after a long battle with cancer. In later years, Dave enjoyed socializing, flying, golfing and playing tennis with friends.

Dave passed away peacefully after an extended illness, surrounded by his family, on December 4, 2020.

Dave Landry exemplified the very best that the airline pilot profession, union and the community have to offer. He was a brilliant, highly competent visionary who led his council, and the broader pilot group, through among the toughest challenges in the history of their industry. In the preceding passage, Dave used terms such as leadership, trust and unity. These weren’t hollow words or platitudes; they were the very bedrock of his belief system and representational philosophy. He was disciplined, loyal and had a strong compass when it came to representing and advancing the pilot’s interests. He was a fierce defender and confidant when individual pilots found themselves in trouble. Dave was incredibly generous with his time, energy and the application of his encyclopedic knowledge and experience in labor relations to promote and improve the pilot’s lives. He was among the first awake in the morning and the last light to go out at night in the service of his council and its pilots.

Dave’s steady leadership, stability, insight, eloquence, competent counsel, compassion and friendship will be intensely missed.

*Captain Steve Tamkin, LAXFO*

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## EDGAR “Ed” ROMBAUER

12-11-1935 – 12-10-2020



Ed wrote the following for his Bellevue High School's 50<sup>th</sup> reunion, and is a revealing piece about his outlook on life: Tempus Fugit, (this is all I remember from freshman Latin).

Fifty years seems to have gone by in the blink of an eye. In that

time, I'm afraid that I have led a rather uneventful life. After High School, I joined the Navy where I accumulated about 14 years of service as a fighter pilot, during which time I also attended the University of Washington. While in college, I realized that work was a four-letter word and that if I wanted to live in the manner I wished to become accustomed, I should take a job requiring knowing a lot about nothing. Thus, I became an airline pilot, a job held for thirty-two years.

I call the past fifty years uneventful due to the fact that, in this time, I have had only one job, one wife, and one son. Retired by government regulation seven years ago, I now reside in Tacoma, with my one wife, where I (we) am restoring a National Historic home.

In my spare time, I fly our ex-military aircraft in air shows throughout the Pacific Northwest and occasionally do some cruising aboard our boat. My one thought about Bellevue High School is that all of the seemingly useless information I tried to learn those fifty years ago, and wondered where I would ever use it, has been used many times over to provide a career and a life that would have been impossible without that start. My old high school teachers would be pleased with the results of their toil.

A wife's comment: When my dear Ed was 19, he earned his Navy wings exhibiting great skill (and luck) during his carrier qual's. He did 13 carrier landings in plane number 13, on Friday the 13<sup>th</sup>. Not my idea of an "uneventful" life!

*Claudia Rombauer.*

## Gerald “Jerry” F Thuotte

Gerald F Thuotte was born in Brockton, MA, to Henry L Thuotte and Katherine J Kane. At age 80, He passed away peacefully at Harrison Hospital after a battle with Alzheimer's Disease.

Always a good student, Jerry dropped out of college after a semester, due to a lack of money. He enlisted in the Army and spent most of his tour of duty in Germany teaching instrument flying to pilots, instructing on the Link Trainer. After he was discharge from the Army he went to work for the FAA as an Air Traffic Controller in Salt Lake, UT, and eventually came back to SEATAC tower in Seattle.

In 1965 he was hired by United Airlines as a pilot and he worked there for 32 years. He started flying on the DC-7 and ended his career as a captain on 757/767. His true love was the Boeing 727.

In his spare time, he was a guide on Mt. Rainier. He also started building and flying "home built" aircraft. He built and flew several Steen Sky bolts. He was inspired to moved on to rebuilding antique and classic aircraft because of their historic value and classic beauty. He encouraged the local youth to get involved in aviation. Welcoming and teaching them to work in his hangar and learn to fly. Several of the airplanes he rebuilt won awards. The most well known was a 1930 Stinson Detroiter "Portland Airways" which won Grand Champion at Watsonville, CA in 1984.

After early retirement, he moved to Port Ludlow, WA. In 2001 he and his wife, Peggy, founded the [Port Townsend Aero Museum](#) a 501 (c ) 3 youth mentorship program.

He is survived by his wife Peggy, children: Michael and Allison, sister Janie Denn, brothers, James and Bill Hosel.

If you wish to make a donation in his memory, consider the [Port Townsend Aero Museum](#), 105 Airport Road, Port Townsend, WA 98368 or Alzheimer's Organization, 225 N Michigan Ave. FL. 17, Chicago, IL 60601

## Eldon “Gene” Hammond



Eldon “Gene” Hammond passed away peacefully on Thursday, November 12, 2020 at his Minooka residence surrounded by family after a courageous battle with numerous health issues.

Born the son of the late Eldon and Hazel (Née Allphin) Hammond; beloved husband of 62 years to Mary Lou (Née Scott); loving dad of Robert (fiancé Carol Lazarski) Hammond and Karen (DeWitt) Buchanan; proud grandpa of Melinda (Jeff) Chiapello, Christopher (Megan) Hammond, Benjamin (Sheila) Hammond, Victoria Hammond, Rev. Father Andrew Buchanan and Hannah (Jeff) Kirkolis; great grandpa of Levi, Zeke, Addison and Avery; dear brother of Tom (Martha) Hammond, Sally (Mike) Edwards; fond brother-in-law of Richard Scott and David (Cindy) Dobler; numerous nieces, nephews, dear friends and “Buster” the beloved cat survive as well.

Preceded in death by his parents, his dear step mom, Ruth Hammond; loving grandparents, Roll and Mayme Hammond; daughter-in-law, Patricia Hammond; his sisters, Janet Raehal and Carol Moon; father and mother-in-law,

George and Melba Dobler; brother-in-law, Bob Scott and sister-in-law, Carol Crews.

Gene was a Distinguished Veteran of the US Army. He was an Airline Pilot for United Airlines for 32 rewarding years. After retirement, he continued his passion soaring with recreational gliders and seaplanes. An avid golfer, skilled skier, both water and snow, and an accomplished musician.

Gene served and volunteered in many aviation related clubs and organizations including, Q.B., C.B.G.C., S.S.A., S.S.F., E.A.A. and N.S.M. He was also an inductee in the Illinois Aviation Hall of Fame.

An Accomplished man in many ways he will be fondly remembered and greatly missed.

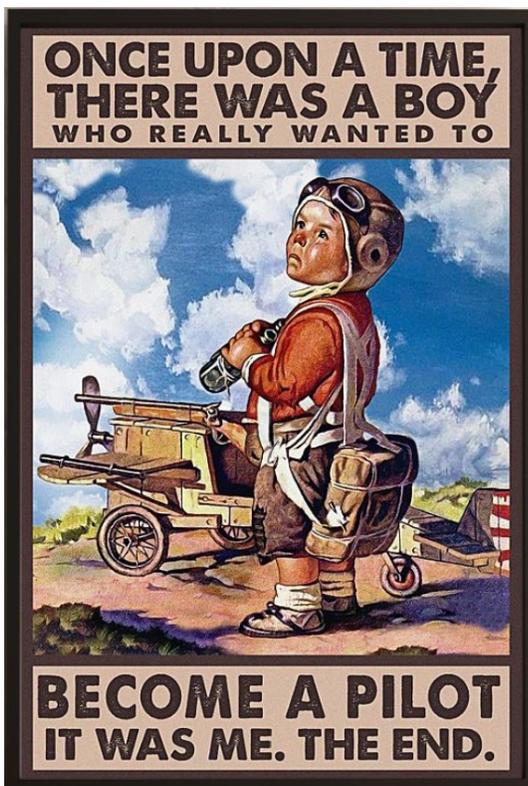
Per Gene’s wishes, cremation rites have been accorded. Due to health concerns in light of Covid-19, the Hammond family has chosen to plan a Memorial Service in the future to properly celebrate Gene’s life at a time when it is safe for all to gather.



### 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*



# *Flown West*

Remembering United Pilots who have Flown West

Thomas "Tom" L Berg	October 20, 2020
Keith Eugene Blue	November 13, 2020
John W Barlow	December 31, 2020
Preben "PK" Bonde	January 8, 2021
Nobert Cudnowski	October 14, 2020
Duane Eisenbeiss	November 21, 2020
David Fagerland	November 14, 2020
Eldon "Gene" Hammond	November 12, 2020
James "Jim" B Hippert *	April 27, 2020
Robert "Bob" N Howard	November 2, 2020
Jake Jacobsen	November 28, 2020
Pete R. Kobyluk	July 29, 2020
Dave Robert Landry	December 4, 2020
Robert Thomas Lawson	November 4, 2020
David Murtha	October 23, 2020
Michael Perry	January 13, 2021
John "Jack" T Roderick, Sr	November 20, 2020
Fred L Rodgers	October 21, 2020
Edgar "Ed" V Rombauer	December 10, 2020
Timothy A Shepley *	December 6, 2020
Ronald "Ron" J Shinkle	November 27, 2020
Gerald "Jerry" F Thuotte	January 5, 2021
John "Jack" W Warrender *	January 7, 2021

*\*denotes RUPA non-member*

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How to pay your RUPA dues
Go to our website www.rupa.org and pay your dues there with your credit card
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## RUPA Luncheon Information

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

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#### **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 Wings (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**

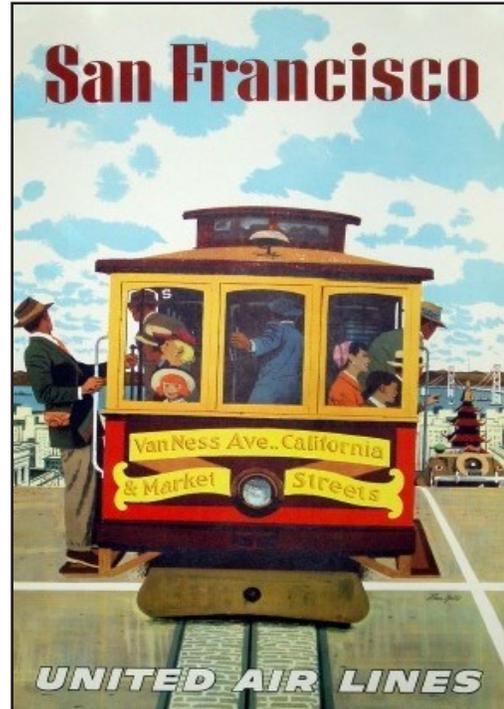
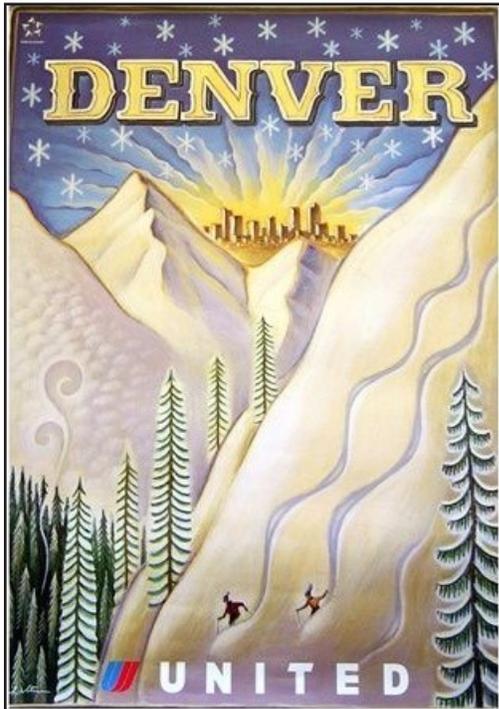
PNW Flyers (To be announced) 916-335-5269  
Seattle Gooney Birds(2<sup>nd</sup> Thursday 11:00AM)—*Airport Marriott*—360-825-1016

#### **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

# A Look Back

United Airlines and RUPA History



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

10 years ago - Feb 2011

20 years ago - Feb 2001

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

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Volume 14 Number 2 (Journal 617) February, 2011

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

Volume 3 Number 2 (Journal 499) February, 2001



*Nelson G. Gammage*  
LOCKHEED LODESTAR  
1941 - 1942

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# Member Photos

Member-submitted layover and work-related photos



View from my daily walks. (Click photo to see Bob's annual letter)



Proud of her bug. PEK. Aug 2007



HNL - GUM before my Fini flight



Smiley-Face Crewmeal over the Pacific 2011



Food Vendor. PEK. Jan 2003

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