

rupanews



Journal of the Retired United Pilots Association



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Member Photos

Member-submitted layover and work-related photos



Reflections. SAN 2014



Wayne & Mark Mooneyham

Send Photos to
rupaeditor@rupa.org



Bicycles, PEK 2005



Bobby & Bob & Lori Buehler, PEK 2008



Capt Jeff Davis, SYD 2007

Navigation Links

In This Issue

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About the Cover . . . Photo by RUPArian **Rene Triay**. 767-300 landing in MIA. Jan. 2015.

Member Photos . . . 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 . . . WolfMan provides a personal tribute to Captain Jerry Thuotte.

From the Editor's Desk . . . Editor George recounts a touching phone call with a widow whose husband flew west a short time ago. Computer *links* and specifically eRUPANews links explained.

R & I Report . . . Bob Engelman provides more information about Aetna insurance. He also includes links to R&I reports in previous 2020-2021 RUPANEWS.

Travel Report . . . Our intrepid traveler, **Pat Palazzolo**, tells us about Naples and the Amalfi Coast.

United Airlines Historical Foundation . . . Part two of a three-part series about the early airmail service and “*What happens when the Government controls Private Business*”.

SUN 'n FUN Update . . . **Dot Prose** tells us RUPA Day is still a go for 15 April 2021.

Luncheons . . . Luncheons are still mostly grounded. However, there are several “*In the before times* . . .” photos, and a Zoom luncheon photo. Thank you Luncheon Coordinators!

RUPA Cruise Update . . . Rich Bouska explains the Jones Act and how it affects cruises.

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. More incredible artwork by our own **Mike Ray**.

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 . . . 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 . . . Sunrise over the Pacific by **Chris “Doc” Halliday - SFO**

Sunset over Houston. By **Victor Gutierrez - IAH**

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President's Letter

John Gorczyca rupapres@rupa.org

President's Letter Just to let you know, my wife and I just received our Covid-19 inoculations. It was a total breeze. It was somewhat irregular, however. As you know California is experiencing overwhelming positive cases of the the virus. As a result, our county is allowing veterinarians to issue inoculations. We had called our vet early in the morning and she told us to come right over. We did and received our shots with almost no waiting.

The experience was somewhat different, however, in that she had us lick her face before she pinched the skin on the back of our necks and gave us the shot. Then she patted us on the head and gave us a bland tasting cookie and put a plastic collar on us to keep us from licking the area. What the heck, it goes with the times. Now, in all seriousness, the elder generation is starting to receive their vaccinations at a surprisingly great rate. We are starting to see the light at the end of the tunnel.

A survey was conducted on Facebook to see what the reactions to the Covid shot were and an amazingly number of people had no or little reactions to the first inoculation. The second inoculation has not been so gentle on the body. According to most people, there has been indications of sleep deprivation, slight headaches, slight body temperature increases, a loss of appetite and decreased energy levels. Most all of the symptoms have subsided in less than 72 hours. By the time you read this, I should have received my second shot. Needless to say, I wish you all good luck if you decide to take the inoculations.

It was my pleasure to conduct a RUPA Area Reps Zoom meeting recently. We had nearly 30 Area Reps participate in our discussion. Many items that I presented with the group have been discussed in other presentations. Just a few of the highlights that I presented include the acceptance of nominations for new officers this June/July, a discussion of the very good financial position RUPA is in at this time and the status of our RUPA cruise by **Rich Bouska**. I also mentioned that we have a volunteer to be an Area Rep in the Atlanta area and we have another volunteer to conduct monthly RUPA monthly luncheons in the western part of Northern Virginia. We are currently taking applications for volunteers to serve as our rep for the Phoenix area. I cannot say it is a highly paid position but the enjoyment of the camaraderie you will experience is just mind boggling. I reminded the group that we have an electronic edition to the RUPANEWS magazine that proceeds the distribution of the hard copy. For those of you that are interested, we have been trying to upgrade the contents of the RUPA website and it can be found by going to rupa.org. Editor George has included a tab that provides the last approximately 22 years of the RUPANEWS magazines.

**W
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<u>New Member</u>
Barry S Davis
Rory F Kay
Thomas "Tom" J Colucci
Mike D Roark
Walter "Dub" S Fields
Gary L Smestad
Jeffrey "Jeff" B Davis
Carolyn M Curtice
James K Tippens
Robert "Bob" J Matherne
Marcy Trojak
Jerald "Jerry" H Beaty
Pamela Mahonchak

<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
EWR	Susan	Marietta, GA
DCA	Ellie	Warrenton, VA
EWR	Colleen	Jackson, NJ
SFO	Debi	Bremerton, WA
ANK	Helene	Rosemount, MN
SFO	Brenda	Gilbert, AZ
SFO	Cathy	Treasure Island, FL
SFO		University Place, WA
IAH		Seacrest, FL
ORD	Rhonda	Manchester, TN
ORD	Bruce	Kildeer, IL
ORD	Sharon	Tomball, TX
DEN		Centennial, CO

I informed the reps, as another means of welcoming new members, I make an attempt to personally call each new member to RUPA.

As I like to do in most of my President's letters, I like to mention a few things about the aviation community.

- More than half of the world's airline pilots are no longer flying for a living amid the plunge in demand during the coronavirus pandemic, according to a new survey, and those that are still flying feel less valued by their employers. Many of the pilots that are still flying have faced deteriorating working conditions. Cathay Pacific have instituted permanent pay cuts of 58% and Turkish Airlines and Singapore Airlines have temporarily lowered their salaries. Before the pandemic, there had been widespread pilot shortages that had driven up demand for aviators which led to improving pay and conditions. Not any more.
- On Jan 13, the Dept of Transportation amended its rules to ensure a ticketed passenger who boards an airplane cannot be involuntarily bumped from an overbooked flight. There will be an increase in compensation paid to passengers who volunteer to be bumped. Additional consumer-friendly rules will also be enacted in April and will apply to flights originating in the US that can hold more than 30 passengers. There are other restrictions regarding notifying passengers about oversold flights. And, the list goes on.
- The United CEO wants to make Covid vaccines mandatory for employees. It's a stance that differs from other airlines and companies in other sectors like retail and auto manufacturing.
- Boeing is being charged by the DOJ with conspiracy to defraud the US over the 737 Max. The saga just continues with the 737 Max.
- United is no longer allowing emotional support animal reservations effective mid January and no more travel with them after February 28th.
- Within the airline industry, there are major expectations of mergers and acquisitions. There is speculation that United may buy Jet Blue. Since United is going back to JFK after an absence of a few years and Jet Blue has a major presence there, the combination may be very viable.



One of the benefits of a RUPA membership is our eBlast system. All our members will receive important and timely RUPA information. It is a one way emailing tool for RUPA to contact its members. You are signed up automatically to receive eBlasts. You may unsubscribe at any time by clicking "unsubscribe" on the bottom of any eBlast but keep in mind you will also be unsubscribed from the eRUPANews too. Once a person initiates an unsubscribe, we cannot undo that. To re-subscribe you must email [iContact](mailto:iContact@icontact.com) at support@icontact.com.

And so it is, I would like to present a short video presentation to all RUPA members and their families if they have not seen it. In fact, if you are on the eBlast list, you should have already received a link to it. If not, you can view the video by clicking [here](#). Keep in mind, this link will be available for through March. If you're reading this via the hard copy, you can find the video at our rupa.org website under the flashing NOTAM sign on the home page. Again, the video will be available through the end of March.

Keep the blue side up and stay healthy out there in RUPA land

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

*Still Flying High,
John Gorczyca*

Vice President's Letter

Don Wolfe rupavp@rupa.org

One's Finest Hour



The aviation profession is based on mentorship. I've had excellent role models and mentors all the way through my career and into retirement. Here are some memories of one of my favorite mentors **Captain Jerry Thuotte**.

In 1987 I was a new F/O on the B-727 in Chicago. An Air Guard pal **R.C. "Jamie" Jameson** told me about a great captain he'd just flown with, **Jerry Thuotte**. Jamie told me that if I had the good fortune to fly with Jerry, be sure to "jerk his chain" a bit.

The day finally came for me to fly with **Captain Thuotte**. As a "new guy" I was required to inform him that I had very little flight time in the 727. I mentioned that I had been doing some single engine flying but left out the part about it being in an Air Guard A-7. Jerry gave me an extensive briefing then proceeded to demonstrate a beautiful first leg to DTW. On the return flight, Jerry gave control of the aircraft to me holding short of the runway. I reached in my flight bag, donned white gloves, Ray Ban Wayfarer sunglasses then looked at Jerry with a smile and said; "Let's go!" The look on his face was priceless. I flew an uneventful leg back to ORD, made a nice landing and we taxied in to the gate. Following the shutdown checklist it went something like this:

JT: "EXACTLY what kind of single engine airplanes have you been flying Wolfe?"

wm: "Cessna's, Pipers, A-7's, stuff like that."

JT; "Uh huh. I don't suppose you're flying those A-7's in Columbus, Ohio ?"

wm; "Good guess there Sir! That's exactly where I'm flying the A-7."

JT; "Uh huh. So I suppose you just might know that **F/O Jamie Jameson** guy down there. Ok, now I know how you guys want to play the game. Count me in !"



That trip was the beginning of my life long friendship with **Jerry Thuotte**. Jerry taught me how to fly that B-727 with precision and control. On smooth days we'd ante up quarters on the console ADF knobs at the outer marker. To win, one had to land and roll to the taxiway without the quarters sliding off the knobs. This required a very smooth landing and braking technique. Jerry could do it almost every time.

Jerry would place the Simulator printouts from his PC's and PT's in my V-file. He'd note in ink next to the nearly perfect instrument approaches; "Something for you to shoot for Lieutenant." And so it went over the years as Jerry and I flew together and talked about airplanes over the telephone.



[1943 Aeronca L3 "Grasshopper"](#)

Jerry took an early retirement from United and with wife Peggy began mentoring youth. They started by rebuilding and flying Jerry's old [Aeronca Champ](#) at the Port Townsend Airport. Money was raised to support the mentoring program through rummage sales and donations. A second airplane, a rare [Aeronca L3](#) was donated and the program began to flourish.

In 2001 Jerry and Peggy founded The [Port Townsend Aero Museum](#) as an official 501(c) 3 organization. Following an initial donation of six airworthy antique aircraft and several restoration projects, the museum quickly attracted a group of dedicated young volunteers. The youth mentorship program grew alongside the collection.

The [Port Townsend Aero Museum youth mentorship program](#) has been central to



the operation from the beginning. The youth work on airplanes, learn fabric restoration techniques, give guided tours and even teach classes. Those that want to fly begin in tail dragger before progressing to the tricycle gear trainers. Over 400 young adults from across the Puget Sound region, including several from outside of Washington State have been involved in the program. In 2008 a new museum building was opened and currently displays 26 of the 50 restored aircraft in the collection. A paint shop was added later to support the maintenance and restoration shop.

The Thuotte's serve as role models and mentors that used their life experience, knowledge and skills to pay it forward to the next generation. They've created an organization that will have a positive effect on hundreds of youth and young adults for years to come. They are true aviation visionaries.

Jerry and Peggy began their venture with one little ragwing taildragger and two hearts full of hopes and dreams. They shared their finest hour together following full careers at United Airlines.

Captain Jerry F. Thuotte,

my friend and mentor.
01-22-40 01-5-21

Wm



[1937 Beech C17B "Staggerwing"](#)



[1949 CallAir A-2](#)



[1946 Aeronca 7AC "Champ"](#)



From the Editor's Desk

George Cox rupaeditor@rupa.org



A few days ago I was on the phone with Janet Walter. It was a delightful two hour call under trying circumstances. Her husband, Captain Lyman Walter, flew west on February 9th and she reached out to me to see if I could get his name in the March RUPANews since it was just past our March cutoff date.

It may sound strange that I referred to the call as *delightful*, so let me explain. Janet and I discussed Lyman and how, due to his health, she cared for him these last few years. She said he loved reading the *RUPANews* and seeing the photos of former colleagues. However, with his health issues, his membership accidentally lapsed and the magazines stopped. But like so many of us, he kept them and she was able to contact RUPA with a 2016 issue.

I invited her to see the latest *eRUPANews* online and thus started a rewarding experience for the both of us. I have to admit that we had fair skies and tailwinds - she had a PC. Had it been an Apple, it would have been thunderstorms and headwinds. And so we proceeded.

Janet was not a computer person. She could get her email which is what suited her. However, if the screens didn't come up exactly like she expected, it was complicated.

So Janet and I started off on a path to get her computer set up to make accessing the *eRUPANews* painless. During this process, she also helped me to be a better communicator. Most of my peer group is fairly computer savvy and my discussions with them reflects that. While working with Janet, I found I needed steer away from my daily "computer speak" and relate to her computer world. It was like I was in a transition course but it worked out fine.

As I had her navigate to rupa.org to get the latest *eRUPANews*, I found also shortcomings in the online *eRUPANews* and the corrected them in this issue.

The end result . . .

Most importantly, Captain Lyman Walter is reflected on the March Flown West page.

Janet has a desktop icon that takes her directly to the RUPA website.

I am a much better instructor.

Several *eRUPANews* shortcomings identified and corrected.

To Janet: Our phone call was meant to be and we helped each other. You also provided me the inspiration to improve the *RUPANews* as a better product for the membership. Thank you.

***eRUPANews* page improvements.**

- Inserted *eRUPANews* page navigation instructions below the cover photo.
- Better delineation of the page navigation index on the cover. I inserted a vertical line between the page navigation links. I call it the "J-Line" in honor of Janet.

I get eBlasts but not the *eRUPANews*. What's the problem?

This was a member email. It's good question and I really don't have a concrete answer since the same contact list is used for both eBlasts and the *eRUPANews*. Maybe, the *eRUPANews* is being identified as spam and going into your spam folder. Check there. Keep in mind, you can always get the *eRUPANews* directly from the rupa.org website.

Editor George

Those lovely things called “Links”

By Editor George E

After speaking with Janet Walter (Story on the previous page) it dawned on me that maybe a short discussion was warranted about the various *links* that are included in the eRUPANews .

What is a computer link? Just as we might link up, or connect with the crew for dinner, a computer link (actually *hyperlink*) connects documents, programs, web sites, etc.

What links are in the eRUPANews? There are many.

- **Page Links.** On the front cover, the most useful links are the ones below the photo that take you directly to a specific page within the eRUPANews.
- **Home Link.** At the bottom of each page is a wings icon. Let's call it the *Wing Thing*. Clicking the *Wing Thing* will take you back to the cover. The combination of a page link and the Wing Thing lets you quickly navigate sections of the magazine without scrolling.
- **Email Links.** Each email address listed in the eRUPANews should link to your email program and insert the email address you clicked. It's easy to send an email.
- **Website links.** There are links on photos and words throughout the eRUPANews that will take you to other articles on the web.

How do I know if there is a link? Typically, textual links are underlined. Look at *By Editor George E* at the top of this page. It links to my email address. My computer's cursor shows a pointy finger  when it is placed (hovered) over a word or picture that has a link, but yours might be different.

Are Links safe? Within the eRUPANews, any link we insert is safe. I also check all the links that are in any articles we include. However, I am very cautious of links I receive in emails, especially unsolicited emails. You should too. Click [here](#) for an article with more information about link safety.

Why do I get an error when I click on some links? Typically, because the location the link connects to no longer exists. It's not that uncommon to get a [404 Page Not Found](#) error.



R & I Report

Retirement and Insurance Information

Bob Engelman rupari@rupa.org

Hi everyone-

One of our newer members asked for some help. He was near retirement and wanted to get info about the Aetna Medicare Advantage Plan. Both he and his wife had already enrolled in Medicare Parts A and B. He contacted UAL Your Benefits Resource (YBR) and was told that he would get information **after** his retirement date occurred and that it was retroactive to that date. He wasn't comfortable with that, just as I wasn't before we started with this new plan. He did get the info package, but UAL and Aetna really need to get them to everyone earlier since these are important decisions. He found that he was automatically enrolled in our plan with a start date of the first of the month immediately after he retired, since he was still covered by the active pilot plan through the end of his last month. He also found that UAL paid for his first two months' premiums. I guess that's a new perk!

A longtime retiree called me after he'd been trying and failing to find out about his under-65, new wife's coverage and premium two months in advance of his wedding, which was the day before he called me. He was told several times that he was "not eligible." He got nowhere with either Aetna or YBR. I suggested that he call the United Employee Service Center, at 877-825-3729 and ask for a "Pilot Specialist." I didn't know if that was still in operation, but he called back a little later and it was. Oddly, the person whom he spoke with said that his eligibility was confirmed "8 minutes before he called." I sure didn't do it, but he and I were happy that he finally got the answer he needed!

Here's more information on what I had written in the February issue about prior permission for brand name medications. My wife received a letter in mid-January, (dated early December BTW) saying she needed a new Prior Authorization to get her medication. Her doctor's PA called SilverScript and got transferred three times, and still couldn't get someone to process the request. The letter from SilverScript said she could submit the request in writing on a form that could be downloaded from their website. Except it isn't there, or at least I couldn't find it on their awful website.

I called SilverScript and the agents there had no idea what to do, even though my wife has gotten prior permission for this drug for years. I finally got transferred to the "Prior Authorization Team." I'd never heard that term before, but that was the solution. I was told to have the doctor's office call this number: (800) 294-5979. The doctor's PA called and got approval over the phone. Like magic. No one at SilverScript seemed to know of that "team," nor did our doctor's PA, who's sharp, so I got lucky and spoke to one representative who did. Keep this number in case you ever need prior authorization for a medication.

If you didn't read through the "Important information about changes to your Aetna Employer Group Medicare Plan" for 2021 there are some little-known benefits that you should be aware of.

Page 22 - "You are covered for up to 14 home-delivered meals over a 7-day period after discharge from an inpatient hospital stay...to help you recover from your injuries or manage your health conditions." It must be an inpatient stay, not observation. There is no copay for this, but there are some requirements, so you should look on page 22 of the Aetna "Important information" booklet.

Page 40- Aetna will provide transportation for trips to your medical providers and/or the hospital. As is par for the course, I couldn't find anything about it on the website. If they have a search bar, I couldn't find that either! They call it Access2Care and you need to schedule the service at least 72 before the appointment by calling 855-814-1699, Monday through Friday, from 0800 to 2000 in all time zones. There is no copay, and you can get up to 24 one-way trips from "plan approved locations" (whatever that means) each year. You must cancel more than two hours in advance or Access2Care will deduct the trip from the remaining number of trips available for that year.

There is a lot of good information about our plan in that guide and looking through it can save you a lot of time trying to reach someone at Aetna. If you don't still have it, call and ask for one to be sent.

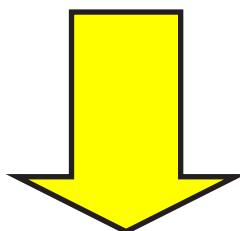
Speaking of sending, in December, Aetna sent my wife and me each a nice box of medical-type supplies, like Band-Aids, toothpaste, a face mask for COVID-19 protection, hand sanitizer, etc. It's called a "Caring for You" package, and if you didn't receive one, call them and ask for one.

Our worthy editor, George Cox, has added some links below to make it easier for you to find old R&I articles.

That's all for now.

Stay well.

Bob Engelman



RUPANEWS RETIREMENT AND INSURANCE ARTICLES 2020-2021

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Important Aetna Phone Numbers

Medical & Behavioral Health Doctors / Medical Providers	(866) 246-8088 (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

RUPA Pass Travel Report

Retiree Travel information

March 2021

Captain Pat Palazzolo
rupapasstravel@rupa.org

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



Positano, Italy

Naples and the Amalfi Coast

Hello fellow armchair travelers,

Until we're allowed to travel again, fasten your seatbelts in your favorite armchair and off we'll go!

Of all the places I've traveled to, the Naples and Amalfi Coast area of Italy is one of the most beautiful and romantic. Some make a trip exclusively to the Amalfi area and others make a trip just to Naples area. Naples Airport is the best airport to either if you don't want to take a train ride from Rome Airport.

There is so much to see and do here that this would be an awfully long article and George would probably fire me, so I'm just going to give you the highlights and I hope you'll check with trip advisor or Mr. Google to find out more. But first, there's just one rule you must follow to keep from ruining your trip: Don't rent a car!!! There is nowhere to park and you can get everywhere you need to go by bus, train, or ferry.

This area has some of Italy's most beautiful and remarkable sites: From north to south: Naples itself, the ruins of Pompeii, the beautiful port town of Sorrento, the Island of Capri, Amalfi and the nearby towns of Ravello, Positano and Praiano.

Sorry Chicagoans, but Naples is where pizza was first introduced. And there's plenty of it here.

The premier attraction in Naples is its renowned *National Archaeological Museum*. But don't let the name fool you. It's not a place of excavated collections. Instead it's primarily some of Italy's most spectacular carvings and other historical artifacts. In Naples restaurants and cafes abound. No tourist has ever gone hungry in this food filled city.

Please take care and use the same precautions you would in any other city.



You can take a ferry for a day trip from Naples to the nearby island of *Procida* with it's small, quaint fishing village of the same name. If the place looks familiar it's because the Italian movie *// Postino* (The Postman) was filmed here. If you walk across to the other side of the village you can see the cafe that was at the center of movie's story.



Café in *The Postman*

A short train ride south of Naples are the ruins of Pompeii.

And further south is the beautiful port city of Sorrento, and just like with the other Amalfi coast area has amazing ocean vistas.

Amalfi, Positano, Ravello and Praiano are four towns along the Amalfi Coast connected by ferry and one two lane road that zigs and zags above the steep coastline. If you don't like heights, it's best if you sit on the other side of the bus.

From either Naples or Sorrento you can take a bus or high speed ferry to Positano, Capri or Amalfi itself. Positano and Amalfi are beautiful and quaint. If you're into walking, you can walk from Positano to Praiano and back along the winding coastal road. Don't worry about the buses while you're walking. You can hear them coming a mile away with their wailing horns as they round the turns.



Bay of Salerno

Because of the steep slope of the hills, these towns have beautiful views of the Bay of Salerno from almost anywhere in town. There's no point in suggesting whether Positano or Amalfi is prettier or better since they're just 57 minutes apart by bus. Many people spend a couple of days in each town. Amalfi is certainly the most historic of the two with it's eye-catching cathedral with both Roman and Moorish architecture (the stripes are the give away).

My favorite place to eat in Amalfi is *// Teatro*. An old small theater converted into a mom and pop trattoria. There's also a great outdoor pizza place at the bottom of the steps of the cathedral

While standing in Amalfi, if you look up, and I mean way up, you'll catch a glimpse of the town of Ravello. Buses leave from in front of Amalfi every 30 minutes for the 15 minute ride up the hill to this old beautiful town with magnificent views, art and architecture. Don't miss Ravello!

If you haven't been to Capri it might be worth it to take a ferry over for a day trip. My impressions of Capri: Pretty, touristy and expensive. The boat ride was fun, though.



Amalfi Cathedral

HOW TO GET HERE: Beginning in June United operates seasonal nonstop service to Naples from Newark. There is also connecting service through Frankfurt and Munich on Lufthansa, through Paris on Air France, Brussels on Brussels Airlines, Istanbul on Turkish and through Zurich on Swiss. Please check the connecting times as some may require a stop over.

WHERE TO STAY: Boutique hotels and Air BnB type rentals abound in the smaller towns as well as in Naples and Sorrento. As always, check Trip Advisor for the best recommendations.

HOW TO GET AROUND: Use the public transit feature of Google Maps to give you the schedules of the buses, trains and ferries between towns and to and from Naples Airport. The front desk of any hotel will work as well.

Cheers,

Pat



United Airlines Historical Foundation

"Preserve the Past, Inspire the future"

www.uahf.org

What happens when the Government controls Private Business

Part 2 of 3. Click [here](#) for part 1.

United Aircraft & Transportation Corporation President Philip G. Johnson was "banished" ... but Vice President W. A. Patterson, as a "junior officer" had not attended the Former Postmaster General Brown's "Spoils Conference". On May 1, 1934, United Air Lines, Incorporated (UAL, Inc.) was re-formed as an "Operating Company" with W. A. "Pat" Patterson as President.

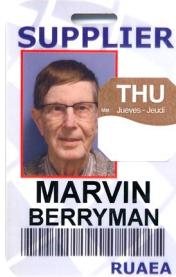
Following the edict from Roosevelt, the U.S. Congress passed the Air Mail Act of June 12, 1934 giving the Interstate Commerce Commission power to regulate the air mail rates. Further, the Air Mail Act outlawed any financial or interlocking directorate connections between airlines and aircraft manufacturing businesses.

It even "outlawed" Philip Johnson from his presidency of the United unit that manufactured Wasp and Hornet engines, because the engines were purchased by the U.S. government for military planes!

Johnson bitterly gave up his Presidencies in United Air Lines and United Aircraft & Transport Corporation. William Boeing, also bitter over Roosevelt's injustice, resigned as Chairman of Boeing Air Transport and concentrated on the airplane building business.

C.D. Howe, the Minister of Transport in Canada, invited Philip Johnson to Canada where in 18 months, Johnson organized Trans-Canada Airlines.

The Air Mail Act gave United Aircraft & Transport, Corp. five and one-half months to "unscramble". This task fell to Joe Ripley, the man who had originally put the Corporation together. The reorganization was approved at a stockholder's meeting July 11, 1934. Ripley created three new operating companies: United Aircraft Corporation, Boeing Airplane Company and United Air Lines Transport Corporation (United Air Lines).



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

SUN 'n FUN Aerospace EXPO at Lakeland, FL

Check flysnf.org for more info
RUPA Day Scheduled for 15 April. 2021

STATUS OF RUPA DAY AT SUN 'n FUN AEROSPACE EXPO ON APR 15, 2021 AT LAKELAND, FL

The EXPO still is on schedule and their web site has provided extensive information on how they are handling Covid. They have a COVID-19 Review Committee consisting of SUN 'n FUN staff, FEMA personnel and medical personnel.

Their web site, www.flysnf.org, provides all the latest. Some of the procedures include such things as: masks will be required in all areas where social distancing is not achievable such as exhibit hangars, ticket queues, enclosed tents; all indoor exhibitors will be required to wear masks as will guests entering the hangars; volunteers who work in enclosed areas will be required to wear masks; P/A announcements and signage will be used to remind guests to social distance and comply. There are a number of other measures.

Having seen the airfield staff enforce rules of all sorts in their past air shows, I think they will be on top of things. It appears that they are doing everything possible to make 2021 Expo a success. Organizing an event like this is tough enough and now the Covid adds another layer of serious considerations to implement.

So.....**RUPA Day for April 15** at the OX-5 Clubhouse is still on. Group photo of whomever shows up is at 1 PM. Please feel free to email me at proseda@yahoo.com if any questions.
Yours truly,

Dot Prose (Osprey, FL).

**THEY SAID A MASK
AND GLOVES WERE
ENOUGH TO GO TO
THE GROCERY STORE**

**THEY LIED,
EVERYBODY ELSE
HAD CLOTHES ON**



Luncheons / Local Reports

Check the Luncheon Information page for your area

Big Island Stargazers

January ushered in the new year and we look forward to a brighter future.

The group consensus is to get vaccinated and return to our monthly luncheons later in the year. Several of our Big Island RUPArians qualified to receive the vaccine in January and February. However, like the rest of the country, our vaccine is in short supply and it may take several months for our group to get vaccinated. Fortunately, The Big Island has followed COVID-19 protocols and we have less than 100 active cases as of this writing in early February.

In the meantime, we have watched the news reports about the major winter storms on the mainland, and even Hawaii is not immune to cold weather. Recently we enjoyed a winter wonderland on [Maunakea](#)'s 13,803' summit. Use caution when skiing or snowboarding...beneath the thin layer of snow is unforgiving lava rock!

Here is a look-back in time at our January '20 meeting. Stay safe and well!

A *hui hou...*

Linda Morley-Wells

*Back in the before times.
That's the time before the Coronavirus . . .
Jan 2020*



L to R: Gary Smith, Walt Wells, Linde & Al Rimkus, Joan & Gerry Baldwin, Lex Pinson, Steve Voit, Beth Raphael, Don Diedrick, Ebby Pinson, Richard & Gigi Morley, Bill Hayes
Seated Front L to R: Linda Hayes & Linda Morley-Wells



Yes, This is Hawaii. 13,803' [Maunakea](#) Winter.

Dana Point - Feb 2021

Our members have started getting the first doses of the Covid vaccine and we hope to resume our meetings this April at the Wind & Sea in Dana Point.

Jim Grosswiler had an interesting tale about setting up his vaccination appointment.

"Re: Covid Shot **Karen & I** got our first shots the 30th at Soka Univ. Now the rest of the story, when we heard we had to sign onto Othena, Karen got out her phone and said it's here, I'll do it on the phone. I said good idea, while you do that, I'll do it on the computer. When I came back, she said it's asking for my height, weight, color of my eyes and hair, and my sexual preference with a long dropdown menu. Hum I said, what are you on, she went to the top of the page..I guess I'm signing up for a reality tv show. My buddies all want to know what channel."



Best Regards
Rico Santamaria



Pacific Northwest Flyers - Jan 2021

The PNW weather gods were fickle again , but a few were able to brave the elements at make it to [W10](#) (Langley on Whidbey Island WA) for a chilly 1st RUPA meeting of 2021.

New RUPA member **Mike Roark** and family, including their two Cessna 185s showed up , while our southern member, **Steve Barry** of KHIO, had to divert just north of Olympia due to the dreaded convergence zone near KPAE that thwarted his attempt.

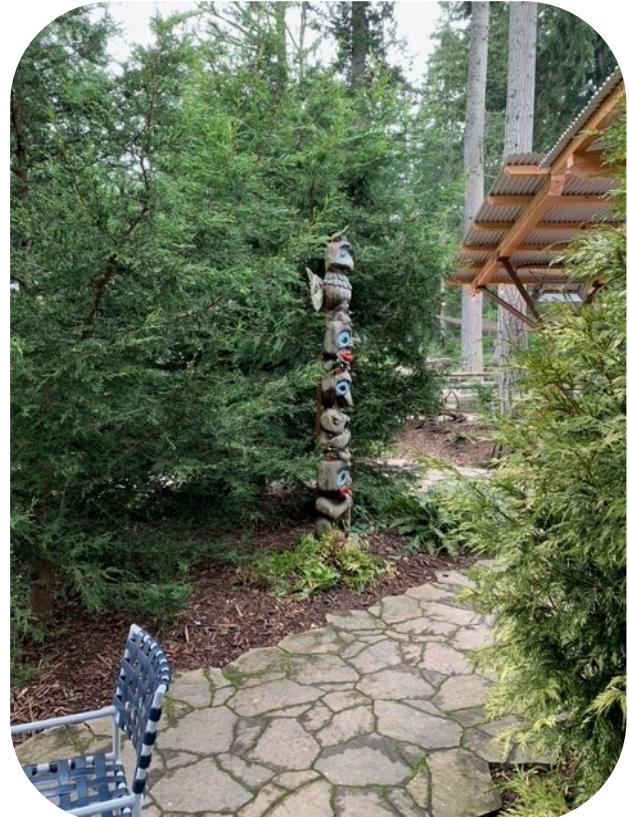
Albeit a tiny group we enjoyed some delicious coffee at *Café in the Woods*, a 50 meter trek through the forest from this hidden jewel of an airstrip.

We hope to have better attendance as we move toward more favorable TAFs this spring.

Cort
San Juan Islands, WA



L-R: Tad Gordon, Mike Roark,
Cort de Peyster



Café in the Woods



Capt Gordon next to German built, all composite LSA with ,
Mike Roark's two C-185 in background at W10



Eddy O'Donnell Lunch for the Washington Area Domicile

Recently, I was asked why our group is named for **Eddy O'Donnell**. I do remember a discussion about a new name and then hearing the elders of the group point out that Eddy organized our group. They then went on to speak of their admiration for him. As a load planner for Capital at DCA in 1968, I was aware of **Captain O'Donnell** but my exchange with him was "How much fuel? Yessir." I have been told Eddy reached #1 on the UAL seniority list and, also, was part of a lunch group with the retired mechanics.

When **Jack Evans and I** began arranging the lunch, we were told that it was on a quarterly basis because there were members driving in from as far away as Philadelphia, the Virginia/North Carolina border, West Virginia and the Eastern Shore of Maryland.

A year or two later we began monthly Breakfast Groups in Leesburg, hosted by **Gary Cook**, and also in Manassas, hosted by **Gene Couvillion**. Then a few years ago **Earl Jackson** made arrangements for a quarterly Dinner in Hagerstown Maryland and the draw there is from West Virginia, Maryland, Pennsylvania and Virginia. Hopefully, we will be able to resume our meetings sometime this spring. Watch for schedule announcements here in 'The NEWS'.

E.K. Williams

SFO - North Bay Group

The North Bay group got together once again via a Zoom meeting set up by our resident Zoomie expert, **Dick Lammerding**. As long as we are plagued with the bug this is a nice way to keep in touch. The upside of Zoom is you can join us from wherever you may be. **Ed Daley** joined us from his hide-away in the Adirondacks. Nice. The conversation ranged from **Rick Saber's** mountaineering adventures along with **Ed Daley's** climbing experiences to our everyday concerns in these trying times. Ed also is still flying.

The first Wednesday of the month. **Dick Lammerding** is the contact for the Zoom set up. Come join us.

On a sad note, I just heard today of the passing of one of our regular attendees, pre-Covid, **Wayne "Leroy" Heyerly**. May he Rest in Peace.

On board:

(L-R Top to bottom)

Barney Hagen

Dick Lammerding

Rick Saber

Bob Billings

Gardner Bride

Ed Daley

Jules Lepkowsky

Galen Wagner

Per Ardua, **Barney**



ORD - Greater Chicago and the Joe Carnes RUPA Groups

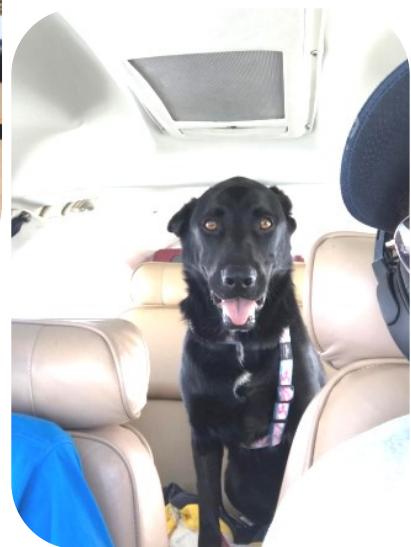
What are the local RUPA folks doing? Most of us seem to be experiencing lots of "staying home and staying safe" routines, but some are using their time to advantage. New to our electronic roster is recent retiree **Captain Dave Harris**, whose hangar sports two de Havilland beauties, a Tiger Moth and a Chipmunk. The Moth was produced in 1941 by de Havilland Australia and served with the RAAF from 1941 to 1945. The Chipmunk was manufactured by de Havilland England and served with the RAF from 1951 - 1974. Dave's looking at acquiring a



Wes and Jan Lundsberg got busy moving to a new house. That ought to qualify as service above and beyond..... you folks have my sympathy.

Larry Sandford writes that he and **Mary** have spent their time (and I quote): "Sleeping, cooking, baking, eating, snow blowing, napping, cooking again, eating again, watching TV. Repeat every 24 hours."

Bob Helfferich and **Carl Eberle** are involved flying Angel Flights plus---for our four-footed furry friends--[Pilots And Paws](#) flights.



Steen Munter writes: If I told you what I'm involved with I'd have to..... Like most, we are in, but good. Haven't even had take-out since March...**Claudia** says never been so tired of cooking!

Bob Kelly continues his wildlife photography. Some recent ones were taken at Williams Bay and show Canvasback and Common Merganser Ducks (left) and a Ringneck and Canvasback together (right). Bob's just finished writing his book, "Wings And Water" and sent it to the printer



Dick Kane writes: "I had total knee replacement in December. For a while I didn't have a leg to stand on. But with the help of two physical terrors I am almost ready to start field goal practice. Other than that I didn't see my shadow on February 2nd so it's going to be an early spring or I've lost too much weight".

Tom Conley: "I'm trying to clean out basement projects, that will take 50 or 60 years. I'm sorting Model A Ford parts, I've had a 1928 sport coupe apart for 40 years. Any time I find a part at a swap meet for that car I pick it up. Now I have 3 of everything. It's time to pick the best part and sell the remaining parts. One must take into account that these parts are for a car that is 93 years old. Less and less restorers are looking for parts that old. Many of these parts are restored, I've a pile of money in chrome and nickel plating". Tom is reading a friend's great-grandfather's memoirs from 1849 when he left Ireland until 1934. He settled in Rochelle, IL, and was a farmer. Tom says the book is a treasure and should be transcribed and made public.



Your scribe's been finishing up my family history---an ongoing 8-year project, encouraged by **Captain Bill Norwood**, who published his own story, *Cleared For Takeoff*. Last newsletter I sent out, I talked about Christmas being synonymous with model trains. It got a LOT of responses from folks who either feel the same way or know someone who does. Let's see if "writing your own book" gets similar interest. **Bob Kelly, Tom Conley**, and I are curious. Let us know.

Personal thought: I've really grown to dread sending out obituaries for those in our UAL family who've flown west. We aren't alone because the obituaries in our local paper have skyrocketed as well. One day last week, there were four full pages of them and it seems this has become almost normal in the last few months. Is the uptick due to COVID, or maybe also to the stress of today's world with all its divisiveness which we get every day via the media?

Greater Chicago Area *Bob Helfferich & Dick Kane*

The Joe Carnes RUPA Group *Walt Fink*

Cleveland Crazies Group

I just talked with **TJ's Restaurant** and they are still open only the evening hours for takeout and dining in. And at this point they do not see any change for the near future. So, our third Thursday luncheon for February (02/18/21) is cancelled. This will be the 12th month of no meetings for the Cleveland Crazies.

Linda and I have had our first COVID vaccine and our second one is scheduled for the end of February. I think there is a short time after the second shot where you are still vulnerable. I hope many of you have had your vaccine or are scheduled to receive one. We went to University Hospitals in Chagrin Falls for our first shot and the process was very well organized.

I hope we can get back to a normal schedule as more vaccines are distributed. I will check again for March.

Cheers,

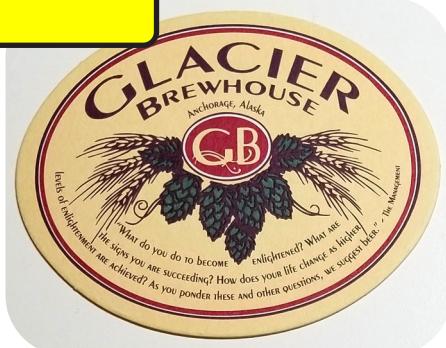
Phil

*Back in the before times.
That's the time before the Coronavirus . . .
Feb 20, 2020*



L-R standing are: Phil Jach, Linda Jach, Harvey Morris, Pat Morris, Jim Burrill, Bob Olsen, George Bleyle, Dawn Lang, Bob Lang, Monica Burrill, Mike Holmberg, Joe Getz, and our server Maddy.
Seated in front is Dick Sanders.

*Where's the Layover?
Click coaster to find
out*



FLA - Ham Wilson Gold Coast Group

Our RUPA group held the monthly luncheon as we continue to do and will continue in the future at **Galuppi's** on the second Thursday of every month. We had a wonderful luncheon and look forward to next month which will be on March 11, 2021.

We look forward to having others join us and a great friendship that exists between our group of retired airline pilots.



L-R: Lyn Wordell, Jim Morehead, Gene Anderson, Denny Keast, Greg Madonna, Chris Minor (JetBlue), and Bob Senderoff.

Jim

After eating an entire bull, a mountain lion felt so good he started roaring. He kept it up until a hunter came along and shot him.

The moral: When you're full of bull, keep your mouth shut.

FLA - Treasure Coast Sunbirds

Feb. 9th, 2021

Like that famous General once said, "We'll be back"!! - and YES, here we are again. It's been almost a year since we've had our last RUPA Luncheon at **Shrimper's** with all of the COVID challenges and things that we've been dealing with - so it's GOOD to get started once again.

A number of our Wintertime REGULARS are not down in SE FL this year because of the Pandemic.....but it was terrific to get together once again. Six of us did make it, **Ted Osinski, Duff Daily, Denny Keast** (came up from Boca Raton, about an hour South), **Jerry Holmes, Joe Piazza** (a newly Retired - new Member, Welcome Joe) and myself, **Bob Langevin**.

We were served our very good food, and very well by **Lily**, and discussed a number of issues, such as the difficulty involved in getting COVID Vaccine shots, Biden vs. Trump and the goings on in Wash. DC and quite a few VA complaints to mention a few. We did have a moment of Silence to remember four (4) of our Stuart Members that have Gone West during the last year (none having to do with COVID) - they were **Jim Dowd, Dick Starita, Don Onofrio and Bill Northup**. RIP my friends.

On Tuesday, March 9th we'll be back at **Shrimper's** once again, so if you happen to be vacationing in the Stuart, FL area...come on over to join us at 11:30 - I'm sure that you'll have fun and won't be disappointed. By the time that you read this, St. Patrick's Day will be close at hand I hope that you will have a 'sobering' March 18th. Be sure to enjoy those 'Adult Beverages' and have a Happy and Blessed Easter Holiday on April 4th.

*Cheers, Peace and Stay Healthy,
Bob Langevin*



(L-R) Bob Langevin, Ted Osinski, Denny Keast, Joe Piazza, Duff Daily & Jerry Holmes.

Cruise Update

Rich Bouska rbouska1@comcast.net



Canada has just extended the ban on cruise ships through February 2022 which was expected to expire at the end of February this year. This action will in effect block many of the cruise ships visiting Alaska. As you know, RUPA was going to have a cruise to Alaska last year but the COVID-19 pandemic put an end to any such thought on our part.

So how does a cruise ship ban by Canada affect cruise traffic to Alaska? Well, the Jones Act is a U.S. federal law that regulates maritime traffic in the United States. It requires all vessels carrying passengers

between two U.S. ports be American-built, -owned, -crewed, and-flagged. Since almost all cruise lines are foreign-built, and-flagged the act prohibits foreign-registered ships from sailing between two American ports unless they stop at a foreign port in between. In order to fulfill that rule, large cruise ships bound for Alaska either start their voyages in Canada or stop in Canada en-route.

Transport Canada's extension of the ban blocked cruise ships of more than 100 passengers saying, "Cruise vessels in Canadian waters pose a risk to our health care systems". Most of Alaska's 1.3 million visitors two years ago were cruise ship passengers visiting southeast Alaska. Many disembarked for excursions in and around Anchorage and Denali National Park. Last year, the pandemic and Canadian restrictions resulted in only a fraction of cruise ship passengers visiting Alaska.

A RUPA Cruise to Alaska is out of the question this year for the above reasons. Vaccine for the virus is on the way; many of us have already received the first shot and maybe even the second. The risk for travel is still high even after vaccination. I am not making any travel plans this year and hope we will receive clear indications from the CDC that it will be safe to travel in 2022. There are some very good cruise offers from the various cruise lines for travel in 2022 and I will be keeping track of them. When I receive a clear signal that it is safe to travel, I will let you know when we will have another RUPA Cruise. Until then, be safe.

Rich Bouska

WE'RE HERE TO HELP

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

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

Check our website www.uaprf.com

THERE I WAS...

*... 5 hours into a flight to Beijing
with "too much free time".*

Here is another example of the Airline Pilots incredible creative imagination and truly awesome ability to effectively manage his crew.

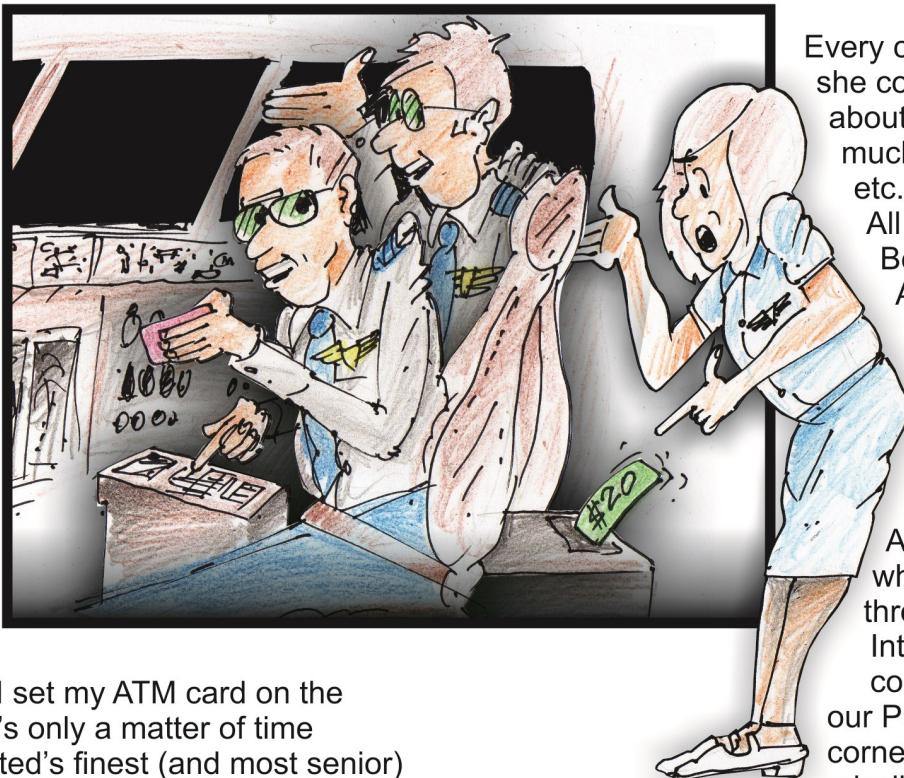
CAPTAIN TEDD STILES

This story resides under the category of "too much free time" which describes the life of an international, long-haul flight crew and the B-747. About 4 to 5 hours after take-off, everyone's settled in; both up front and in back. The passengers have been fed and watered and our 15 Flight Attendants have begun their break schedule. My First Officer and I ponder which beverage we'd like (I always offer to buy) and call the Purser. Hanging up the phone, we have but a few minutes to ready everything.

Opening up the ACARS printer, we remove the paper and carefully insert a fresh \$20 bill into the feed rollers.

Then carefully closing the door, I set my ATM card on the center console. It's only a matter of time before one of United's finest (and most senior) Flight Attendants chimes in and takes a seat directly behind the center console. She can't help but notice the bank card while I'm typing something into the scratch pad. I ask the F/O. "Is it one slash or two slashes, then the number?" "Pretty sure it's two." He responds.

By now our Purser is watching and becoming more curious. With the heel of my hand, I can discreetly push the "slew" button



Cartoon art by Mike Ray

and whadya know? The \$20 bill slowly rolls into view!

"WHAT? Since when do you guys get an ATM?"

"It's still pretty new" I explain, "and the company wants us to have some ready cash for any expenses, like a diversion."

Every couple of hours, she comes back asking about fees and how much we can get, etc.

All the way to Beijing ...

And all the way home 4 days later, my co-conspirator and I fight to keep a straight face.

A few weeks later while trekking through the International concourse, I see our Purser from the corner of my eye. She missile-locks on me

and there's no doubt I'm about to get intercepted!

Through her faint smile ... "YOU!"

Kudos to Mike Stapp. While this was my story, the ATM idea belongs to Mike.

Cheers, Tedd

There I Was . . .

(Please Limit submissions to 1000 words)

There We Were . . . Trapped in a 747 with a Rabbi, a Purser, and Ted Kaczynski (Part 3)

By Captain Gary R. Robbins

We left off in the [Feb issue](#) with “Who is the passenger?”, she asked in a panicked voice.

----- Part 3 -----

“Who is the passenger?”, she asked in a panicked voice.

“This guy says he’s some kind of rabbi...a really big fellow.” We all burst out laughing and the purser had to take a moment to compose herself. He was fine, by the way, and had been watching the bomb squad working the problem. He was being taken to the 7 terminal now. We all started to relax a bit but could not wipe the smiles away for some time.

Normally, after this long all-nighter, everyone in the crew headed straight to bed upon checking in at the downtown hotel. Not this time. Captain Bill recommended a breakfast debriefing and being too wired to sleep, we pilots eagerly agreed. Over eggs, pancakes, and some kind of tropical fruit, the captain told me to write the Captain’s Report and make darned sure it was from a minimalist perspective. He told me to state, “We had a problem. We followed SOP. We solved said problem. The end! Never say more than needed. And don’t talk to any darned reporters if they show up.” He paid the breakfast bill so who was I to argue.

I returned to my room and flipped on the TV. Yumpin’ Yiminy! We’re the lead story! My mother will know and go into apoplexy on the other side of the world. She’s a news junky and knew everything that was fit to print before anybody else did. In a panic, I got the AT&T credit calling card out of my wallet and looked up how to make international calls. It was much simpler to use that Sat Phone. It took me an eternity, but it finally started ringing.

She answered and, with controlled calm. I said, “Mom, I don’t want you to worry. We had a problem on our flight to Sydney, but everything is fine.” It was late afternoon there and she matter-of-factly replied, “Oh, dear. What happened?” I envisioned her filing her nails.

I gently continued, “We had a bomb threat, and we might be on the news. There was NOT a bomb.” I wasn’t sure yet, but this was a time when a little lie was for the greater good.

About to indulge in a juicy news story, Mom came back with a perked-up voice, “Oh yes, it’s just coming on TV now! . . . Oh, my! . . . Oh, My Lord! . . . HIMMEL!!” That’s Swedish for “Heavens!” Whew, I just made it.

I then called my wife and got her calmed down which was not as tricky a proposition as dealing with the woman who gave me life- and if I don’t watch my Ps and Qs - death. I’m lucky that my wife has a much better grasp of reality than my mother. Ahh, I could finally get into the rack, an actual bed, for much needed shut eye. My Adrenaline Low warning light had illuminated.

I usually started my second morning in Sydney with a morning run across the Sydney Bridge, past the Opera House, and then along the scenic harbor. It was a great way to add endorphins, decompress, and reorient myself to daytime ops. The coastal New South Wales weather was reliably nice, and it was always a different season than at home. Ferries crisscrossed Sydney Harbour and I often hopped one to go sight-seeing. The salt air was a fine elixir for the soul.

That next morning, I completed this running ritual, felt reenergized and at peace, then headed to the City Extra Café at the Circular Quay for a good Aussie breakfast. It was 8 conveniently located near the Manley ferry terminal. I enjoyed my eggs, rasher of bacon, baked tomatoes, and toast with Vegemite while reading the *Sydney Morning Herald*. Yep, we made the headlines – above the fold. It was an interesting read that continued for quite a few column-inches and with several pictures. The reporter got most of the story correct. He made it sound like we created world peace. That's so much better than being accused of crimes against humanity. It's not unlike the dichotomy of Great Scientific Achievement vs. Terrible Engineering Failure, something which angers all engineers, my planned profession in my college days. Today, we were on the good side of this debate.

I turned several *Morning Herald* pages to find the story continuation. One look and I blasted spittle across the table! Oh No! My newfound feeling of peacefulness – gone in a flash! Our rabbi in Business Class was interviewed! But his story wasn't what I expected to emanate from his lips. He was not overlooked during our hasty exit because he told our purser he couldn't walk down the stairs. Someone told him they'd send a cargo lift device to get him. It didn't happen right away, and I think the ball got dropped on this request. He sat there for quite a while and watched the bomb squad do their thing – all rather fascinating. Before they departed with the device, the bomb squad called again and got the cargo lift and a motorized wheelchair for him. The rabbi finally got to Customs maybe an hour after the others. Incredibly, he told the reporters the crew had done a wonderful job getting everyone safely to their destination and on time, too. Watching the bomb squad was particularly interesting. The rabbi, actual or not, had a huge smile in the news photo, as if he had just gotten off of the best Ecoupon ride in Disneyland. I'd have never guessed.... Maybe it was the Purser's prayer meeting and hootenanny – a mysterious and magnificent merger of at least two faiths while under duress.

The next afternoon, our crew bus conversations included all sixteen of us and were more lively than typical on the long drive to Kingsford Smith to start our return leg to LAX. Unexpected emotions often overwhelm the minds of people following a stressful anxiety-laden situation. Complete mental breakdowns can occur with inherent manic outbursts of tears and moans at unpredictable intervals. In our case, we couldn't keep from laughing every few minutes. It was the perfect emotional release.

In Sydney operations, there were more suits milling around than usual. I had that Captains Report ready for all the executives that lined up to take a gander, but they didn't learn much from it, as per captain's orders. There were handshakes, back slaps, and smiles the likes of which I'd not seen on company property for a decade. For some reason, this brought to mind that scene in Catch 22, when all the flight crews were presented Air Medals for deliberately pickling their bombs into the Med. The company culture was different at these far-flung outposts. We escaped the office chaos and went to the plane to get the preflight going.



Sydney Opera House



Before long, the Australia General Manager for United showed up in the cockpit with both hands carrying some heavy stuff. In those days, she was Anne Keating, the petite 9 baby sister of the sitting prime minister of Australia, Paul Keating.⁶ She was well liked, and we'd seen her, at times, in the past. Today she was ecstatic. She told us the PR from our incident was incredibly good for United and couldn't thank us enough for a job well done. She had six-packs of the finest Aussie beer she could find. One six-pack for each of the four pilots. Dang, so there are perks for pilots, after all! Anne soon moved onward and upward as a senior executive at several major Australian corporations, leaving UAL in her rear-view mirror.⁷ Anne earned a top spot for most in-demand executive in the corporate world of Australia due to a line-in-the sand ethics stand she took against corruption. She did well as a board member and eventually as a CEO and she didn't declare bankruptcy to do so. We were sorry when Anne left United. She delivered excellent beer.

Our return to LA was uneventful and boring, just like we hoped. It turned out that I hadn't lied to my mother. Yet there were some lingering questions. I never did learn who paid for the 4-hour Satellite Phone call, but it wasn't me. Who the heck was in charge of inspecting our aircraft before we departed LAX? And what would happen during the two remaining days on the Unabomber's six-day clock?

Once safely at home, I recalled the 1994 movie Speed about a bomb that armed when a bus went above 50 mph and would explode if it slowed down. Extrapolating variables in my horribly fatigued mind, I was no longer sure it was such a good idea to change cabin pressure two thousand miles from Sydney. If pressure goes up, does altitude go up or down? I couldn't make that calculation until I had eight hours of sleep.

About nine months later, on 3 April 1996, the FBI identified the Unabomber as Ted Kaczynski and arrested him following a raid on his remote Montana cabin. Ted was a brilliant mathematician and had been a professor at one time. This seemingly brilliant mad scientist couldn't wrap his head around government conspiracies manifested in uncontrolled industrialization, technology, their university enablers, and the snail-mail service which somehow drove him insane and into off-grid isolation. Mr. Unabomber, a notable influencer of the Oklahoma City bomber, is now serving eight life sentences without parole at Colorado Supermax.

Ted Kaczynski did not place that "device" we found on our way to Sydney that night. It was simply his sick sense of humor that got to us. In the military, we called it psychological warfare ops (Psy Ops). It could also be called the Twilight Zone. It seems to me that, not just Rod Sterling, but also Mel Brooks, Lewis Carroll, and Gene Roddenberry were involved. Whacked-out Ted had been messing with our minds all along. I think he was a scab.

So, a rabbi, a purser, and Ted Kaczynski walk into a bar. Not a cheap sleazy bar, but one that cost \$200 million and goes amazingly fast. The rabbi says to the bartender...

1. United Flight 815, 27 June 1995, LAX-SEA; ID-823/27. Captain Bill and First Officers Paul, Rick, and Gary. I think Rick was the other bunkie. Purser's name not remembered but I have a physical description. On behalf of sixteen crewmembers, I hope the statutes of limitations have run out after twenty-five years. If not, then I'll claim the Unabomber wrote this.

2. "West Coast Under Unabomber Alert", *Chicago Tribune*, 29 June 1995, (<https://www.chicagotribune.com/news/ct-xpm-1995-06-29-9506290240-story.html>) : accessed 5 October 2020.)

3. "Ted Kaczynski", aka The Unabomber, *Wikipedia.org*, (https://en.m.wikipedia.org/wiki/Ted_Kaczynski) : accessed 5 October 2020.)

4. "Walkman", *Wikipedia.org*, (<https://en.wikipedia.org/wiki/Walkman>) : accessed 5 Oct 2020.) If you're too young to recall these devices, they were cutting edge audio technology in 1980s and 1990s. Now their greatest use is for museum displays and target practice.

5. "Bomb scare was false alarm on Sydney flight", *UPI*, 28 Jun 1995, (<https://www.upi.com/Archives/1995/06/28/Bomb-scare-was-false-alarm-on-Sydney-flight/1781804312000/>) : accessed 5 October 2020.)

6. "Being Anne Keating", *Financial Review*, 29 January 2002, (<https://www.afr.com/politics/being-anne-keating-20020125-j6zow>) : accessed 5 October 2020.)

7. "Anne Keating joins board of GI Dynamics", *Herald Sun*, 12 September 2011, (<https://www.heraldsun.com.au/business/the-day-a-former-pms-sister-took-on-a-former-pms-son/news-story/6ee9eeb2cf3d6ab7d656922397a8c0ce?sv=d512b5ecf430821c45528e1f2fd10f17&nk=c41209f28ad5d6e52470720cd46c1c8b-1601668330>) : accessed 5 Oct 2020.)

Editor's Note: As with all web links, some may no longer be active.

There I Was . . . upside Down

By Gerry Baldwin

In the mid-1970s as a Navy flight instructor in T-28B/C aircraft, I was introducing to "Charlie," a budding student Naval Aviator, recovery from a practice skidded-turn stall. An inattentive pilot could find himself/herself slowed in a landing approach. While dirty with landing gear, flaps, and cowl flaps all extended, one might add a little rudder and suddenly be in a skidded-turn stall.

The T-28's 1425 horsepower Wright Cyclone R-1820 produced a tremendous amount of torque. Improper recovery would result in a roll that might prove disastrous.

In practicing the recovery, above 4,500 feet, I would brief my students that one adds power with one's right foot, the rudder, not with one's left hand, the throttle. If one led with throttle, I admonished them, the airplane would roll before one could respond with rudder. Anyone who failed to get this picture would find that reaction time was such that one would get enough rudder in to stop the roll after about 180 degrees of roll or while perfectly inverted.

Charlie was a happy-go-lucky sort who enjoyed every minute of training. He was at times less than fully attentive, though with a big grin and a delightful expression. On my instruction, at 5,000 feet, he got the airplane in a landing configuration. Next, he started a thirty-degree angle of bank turn and pulled the nose up to thirty degrees high while slowly pulling the throttle back to idle. He held the nose-high attitude till the airplane shuddered nearing stall. Thereupon, he started recovery... with the throttle.

The airplane shimmied a little then rolled violently. He stopped the roll while perfectly inverted. He, then, let go. The airplane started a one-G split-S. That is when he said, "Sir." I said, "Call me Gerry." He said, "Sir, do you have the airplane?" I responded, "Did I ask for the airplane, Charlie?" He said, "Do I have the airplane?" I said, "Yes, Charlie, you have the airplane; and this is a fine mess you've gotten us into, isn't it?

With that, I waited to see how he would recover. He could have completed the split-S or rolled upright and pulled up. To avoid exceeding gear speed, the latter was a safer course. He did, indeed, roll upright and pulled up. We climbed back up to altitude and tried it again. On the repeat, he led with rudder. We had a good laugh in the debrief.



Not OK

Somewhere in the top 10
aircraft rules:
When landing, it's wheel
side down.

OK



Letters to the Editor

rupaeditor@rupa.org

Photos!

We love photos!



There I Was . . . enjoying a first-class passenger's meal while he ate my crappy crew meal

By Captain John Pinter

We were doing our preflight routine and the people were being boarded when the Flight Attendant came to the cockpit and asked if she could sit in the jump seat for a few minutes. "Sure" I said. She seemed a little distressed, so I asked her if everything was ok. She said, "there was a first-class passenger that was nasty, demanding and loud to the point even other passengers were giving him dirty looks." "Do you think he will be a problem in flight" I asked, if so "I will have him removed for safety reasons" I continued. "No" she replied, "once we get underway, I think he will be all right". We made an on-time departure with minimum delay for take-off.

Once in route it was perfect flying weather and I was contemplating how great it is to fly when everything is so perfect. My reverie was interrupted by a knock on the door and the Flight Attendant came up and sat down on the jump seat. I could tell she was in real distress because she was about to burst tears. "What's going on" I asked. "It's that nasty passenger she replied. He is in the last seat in first class and he didn't get a choice of the meals, so he is making it a big deal."

After contemplating the situation for a few moments, I told her to tell the passenger that if he wants a choice, I will offer my crew meal (*you know the one, the old hockey puck steak*).

Now, I can imagine when offered the Captains Meal he had visions of a thick juicy steak with all the trimmings. "I want the captain's meal he replied" The next thing I know she brings up a very tasty first-class meal and the rest of the flight continued on without incident.

After landing the flight attendant came up to me with a big smile and told me when she offered the choice of meals, he wanted the steak. When she served it to him, he asked "what is this!", "That's the captains meal sir" she replied. "I want the other meal he demanded" and she told him "Sorry sir the Captain has already eaten it." After a nasty look he quietly began eating the "hockey puck" and was quiet the rest of the trip. Of course, I gave her my card and told her I would come to her defense if necessary, but I never heard anything more on the subject.



Passenger's perception of pilot meal



Actual pilot meal



There I Was . . . In Rio

By Joe Ballenger

I was a B-767 Standards Captain for my last 7 years before taking an early retirement in 2003. The most enjoyable part of this job was keeping our staff of Standards Captains and Pilot Instructors qualified in international operations. At that time the B-767 was being introduced into the South American markets, Hawaii, Europe, Delhi, and Honk Kong.

The 3 of us pictured here were standards captains and the scheduling department recognized that **Kelley Mulligan** (left) and **Rick Barcheski** (right) had never been to South America before. The scheduler called me (**Joe Bacheller**) and asked if I could do their training. Of course I accepted....who doesn't like flying to Rio?

The MIA-GIG leg went as planned after flying 9 hours all night. Upon arrival at the hotel I had a message to call the crew desk about our return flight. I was advised that a hurricane was expected to arrive MIA about the time of our return. They apologized for the inconvenience but said we were going to have to remain in GIG for 3 days. The 3 of us turned into professional sightseers & we thoroughly enjoyed the extra time there.



This photo was taken at the café at the top of Sugar Loaf in Rio de Janeiro, in the fall of 1998. We asked a tourist if they would take a photo of the 3 of us. But it had to be unique so here's the result. Speak No Evil (**Kelly Mulligan**); See No Evil (**Joe Bacheller**); Hear No Evil (**Rick Barcheski**). The person taking the photo was wondering what was going on by our antics but took the photo and laughed. We wondered what he told his family at dinner that night.

Joe Bacheller
Aurora, CO

PILOT LOUNGE

F 7 0 0 1 6 0 0 0

Snowbird NOTAM

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- You must notify our Secretary/Treasurer when you head to your seasonal residence.
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- Don't forget to switch again when you leave.
- Email: rupasectr@rupa.org

Or mail to: RUPA
PO Box 757



There I Was . . . With "The Family"

By Gary Brauch

There I was in the left seat of my B727, summer 1990, at the terminal in SEA; jetway had been pulled and the tug driver was saying "ready to push".

Some frantic movements in the wall of glass in front of me caught my eye. It was a late runner, someone who had obviously been given the "Sorry, we have closed the doors" speech by the CSR.

We were headed to SFO and our flight plan was under schedule, so I told the tug driver to stand by, we had a runner. Called ops and said "Let's get this guy on, we will still make schedule". They agreed, the jetway came back, passenger boarded, and we were on our way.

In SFO, the runner stopped by the cockpit and handed me a business card, saying "Thank you so much, I really needed to make this flight. If you ever need anything...and I mean anything...don't hesitate to reach out, this is my private, direct number." The words were accompanied by a very direct gaze, meant to reinforce how serious he was. I thanked him and said goodbye.

His business card identified him as [Joey Massino](#) (of the [Bonnano crime syndicate](#), for those of you who don't follow Mafia families).

I often wonder what would have happened if I had ever called him to cash in the favor. There were a couple of moments I was tempted to. Probably just as well I never did.

*Gary Brauch
SFOFO 9/64 - 1/03*

There I Was . . . Testing the new Pilot Uniform

By Anon O'mous



There I Was . . . in a Receiving Line with Dick Ferris

By Captain Gary R. Robbins



I worked for Boeing in a previous life. Twice. My first tour was after I was released from active duty with the Air Force in 1974. Boeing liked my engineering degree and military flying experience so took me into the Flight Test Department as an Instrumentation Engineer. It was fun and fascinating, at times, but didn't fulfill my passion to drive aerospace machines.

In 1979, United Airlines finally called my number so off I went to enthusiastically participate in the greatest profession in the world. This lasted for almost four weeks before I was furloughed for the mechanics' strike. I had two months of USAFR Plan-B in my back pocket, not United *B-Plan*, but was excited to return to UAL to restart training at the end of May 1979. This time I made it seventeen months before I was again furloughed with several sets of brown uniforms in my closet! This was to be two years at most, but it turned into four.

I had a legitimate Plan-B after leaving United in 1980. Boeing was trying to certify both the 757 and 767 at the same time and they needed people with experience to design, build, and operate instrumentation packages in flight test airframes. Engineering crews were suddenly needed for ten test aircraft besides the ones that are usually undergoing evaluations at Boeing Field. Boeing discovered the usefulness of hiring engineers with airline flying experience and they quickly took me back. Ex-United pilots were in every nook and cranny of Flight Test by 1981. They were not only in Instrumentation, but also Analysis, Test Planning, Ground Operations, and various similar offices. Other airlines were well represented in Flight Test by members of their furloughed-pilot rosters. We could have held payday picnic parties every two weeks and they would have been packed with airplane drivers telling all kinds of war stories. It was like being in a pilot refugee camp in the land of Pharaohs – a bit like a RUPA luncheon.

On my first day back to Boeing Flight Test in late 1980, my supervisor asked me which test aircraft instrumentation crew I wanted to join. I said, "Whichever one will be United Airlines' first 767." He said, "Done! That's VA002. And you'll be the assistant lead engineer because all the other guys are fresh out of college and don't know much." Good, I finally caught a lucky break. Several other exiles from United eventually joined other instrumentation crews.

I was on the first flight of airframe VA002 in late September 1981 and accumulated close to 200 hours operating test equipment in the back end. It was the second 767 off the Everett line and like all of the first few airframes, had a flight engineer panel which was removed following the flight test program. Delta got the first airframe (VA001), but it required extensive refurbishment after flight test, so delivery was delayed. United's first 767 didn't need as much refurbishment so in September 1982 became the first 767 put into service by any airline.

In late spring of 1984, United started recalling furloughed pilots and my number would soon be called. Because I was about to be a UAL employee again, I attended a large Seattle domicile meeting in the big auditorium at SeaTac airport in September. The Senior VP of Flight Operations, Clark E. Luther and the CEO, Richard J. "Dick" Ferris were jointly putting on an impressive dog and pony show for all the pilots. Many forgotten faces appeared from the past.

After the main event ended, I stood in a receiving line with several hundred others so I could say hello and shake Dick Ferris' hand for what would be my second time. This CEO was well respected during my brief tenure with the airline over which he presided. Mr. Ferris had been issued pilot seniority number 5,000 as a symbolic gesture of goodwill from ALPA for being one of us. My 1984 seniority number was behind his at something close to 5,200. Surely, Ferris would be pleased to meet me. I still thought everyone was happy about labor-management relations as had been the case in 1980. I was naive and wrong.

My turn with Mr. Ferris came and I shook his hand, warmly smiled, and enthusiastically said, "Hello Mr. Ferris. I used to work for you as a pilot in San Francisco and I'll soon return from furlough." Ferris beamed and retorted, "I'm very happy to meet you."

I felt so proud to be a member of the United family and to have such a fine gentleman at the helm of the largest airline in the free world. My grin widened and I plunged in deeper. "I read that you said you were the first United pilot to fly our first 767. Well, that's not quite right, sir." Ferris looked at me quizzically.

Still smiling, I continued, "I was aboard the first flight of United's first 767 working as a test engineer in the cabin, and I was proud to represent United Airlines on that milestone date. Also, I was aboard the 767 flight when you flew it for the first time a few months later. I volunteered to work Thanksgiving weekend so I could say hello to you, but you may not recall me as I was just one of many you met that day." Boeing Chairman T. A. Wilson and other bigwigs had been there. I think Flight Test VP Brien Wygal was there to at least shake hands. Wygal was copilot on the first flight of the first 767 – airframe VA001 for Delta.

After I made this statement, there was a pause and Mr. Ferris's face flashed stone cold, his beaming smile replaced with contempt. "Oh!", was all he said as he abruptly turned to shake another hand. I think he mumbled something like "Bah Humbug."

Hmmm, a narcissistic reaction? This wasn't what I expected. For me, this response was a precursor to dark days to come. By the time I was back at the Denver training center two months later, I was shocked to see the icy black clouds above all the pilot's heads as they anxiously went about their training days. The pilots were now angry at management because management was doing all they could to put us in our places as minimum wage third-world bus drivers. Lines were being drawn in the sand as the bickering parties were mobilizing assets for the war to come.

What in Beelzebub's name was going on here? Perhaps the rumors of 1984 being the much-feared Orwellian year had become a self-fulfilling prophecy. Did I walk through the wrong door when returning from furlough?

It turned out to be the correct door, but the sign should have said. "Welcome to the *Ferris' Inferno*." My dream airline job was never the same after that. I had missed the golden age of the airline piloting profession and I was about to learn another difficult lesson in the continuing saga of professional integrity and making lemonade out of lemons. Nevertheless, I smiled because flying for United certainly beat riding in the back of Boeing test planes.

Some years later, I basked in airline glory and flew the 757 and 767 as First Officer and later as Captain. I had the chance to fly airframe VA002 a handful of times. Each time I strapped into the seat of United 767 #1, now called 6101, I'd look at the registration placard, pat the glareshield, crack a smile of satisfaction, and think, "Hello old friend. By the way, Dick, I'm still here but you're not!" It was all good.

N601UA UNITED AIRLINES BOEING 767-200

Where is it now?

Manufacturer Serial Number (MSN)	21862	OPERATOR HISTORY			
Line Number	2	REG	AIRCRAFT TYPE	AIRLINE	DELIVERED
Aircraft Type	Built as Boeing 767-200	N601UA	Boeing 767-200	 United Airlines	Mar 1983
Age	29.1 Years	CONFIG	ENGINES	FLEET NUMBER	REMARKS
Production Site	 Everett (PAE)	F10C32Y126	2x PW	6201	wfu and std at VCV 28 May 2003
Airframe Status	Scrapped				

Last updated on Oct 11, 2019

Correct Information



There I Was . . . In the Great Balloon Race

By Kenny Danielson

The Hyatt Corporation purchased the hotel in Incline Village at Lake Tahoe in the 1970's. After their refurbishment, a grand opening featured a Great Hot-Air Balloon Race attracted aeronauts from the western states for a freebie weekend. A smallish soccer field next to the hotel was barely able to contain the two-dozen or so balloons inflated a few at a time and then clustered standing until all were ready. It was quite a colorful sight.

The race takeoff was to be as simultaneous as possible. Each balloon was timed at takeoff. The task was for the balloon to land after a minimum flight time of 90 minutes and the pilot then get back to the hotel by whatever means he could. The least elapsed time would indicate the winner. So the obvious tactic was to land near a busy road and hitch-hike if the balloon retrieve crew was not immediately at hand. The retrieve problem was complicated by the mountains around Lake Tahoe. A gentle wind was expected to blow from west to east. The mountain range is lined up north to south. To leave the Tahoe area, the retrieve crew must take the route to the north over the Mount Rose highway towards Reno or the southern route over Kingsbury Grade in the direction of Carson City. Either direction was long and time consuming enough that the crew needed to leave the hotel as soon as possible after the launch – or “ascension” in aeronaut vernacular.

The pilot of a balloon offered me a ride if I would navigate and advise his crew of the best driving route. He had a Picard – at 77,000 cubic feet, a bit larger than most and he was a pilot customarily operating in Napa Valley offering rides and other balloon experiences (whatever they may be). I had never been even near a hot air balloon before so, “OK” and we “ascended,” skimming the treetops to reduce wind drift as much as possible as we climbed up the mountain. We were able to converse with people sitting on their lake-view balconies as we passed by but only when the burners were off which was most of the time.

Passing over the ridge near Slide Mountain there was a bit of turbulence, but the flight was very smooth. Our eastward drift was more than we wanted so the pilot changed altitude until we were in a band of slowly moving westward drift. The object was to land near Highway 395. Knowing our launch time, the pilot planned our landing to be at a specific minute and he was doing a nice job managing the descent profile. There were many airplanes in the air to act as referees logging landing times. Unknown to me, my wife Barbara had met a friend, Les Arnold, and was flying with him to watch the action.



We approached Highway 395 in almost perfect timing but I felt the pilot was a little late on the burners to slow our rate of descent which was about 500 feet per minute as shown on the variometer, but what do I know as a first-time newbie? This larger balloon also had four burners rather than the usual two so our performance should be considerably better. However, the pilot, accustomed to sea level performance didn't take into account the reduced effort of his burners at 5,000 foot elevation.

We hit the highway spot-on, in full burn. The gondola of this craft wasn't the usual flexible, basket weave but an aluminum frame with canvas panels and a plywood floor and it really didn't tolerate a botched landing. The pilot crashed through the structure and fell on the road without serious consequence but minus his 250-plus pounds, the balloon became immediately and rapidly airborne. The pilot had pulled the line opening the rip panel that lets the hot air escape, but it didn't escape quickly enough.

I had now finished my very first balloon flight as a passenger and was now on my second flight as an unintended solo. It wasn't a long flight, nor a high flight, but fortunately, it was long and high enough to hop over a 7,700 volt power line. The burners had become detached from their overhead position and had swung down under the gondola setting the wreckage on fire. I was kept busy avoiding the heat while pulling on the rip cable so hard that I had an indentation in my hand that lasted for a month. Another crash, much like the first, ended that flight with me at a dead run to get away from those two big propane tanks sitting in that burning mess. Several light airplanes were in the air as referees and communications. Wife Barbara had seen this spectacular incident but didn't know that I was involved. A good thing.

The balloon envelope had fallen and deflated away from the gondola sufficiently so that it was not damaged. My plastic socks were fused to my ankles and my fuzzy sweater had become bald in places. The pilot was very embarrassed and bought me lunch back at the hotel. I can't decide whether it is more accurate to say that I crashed twice on one flight or that I had two flights, one of them solo, and crashed on both of them.

A few months later I ascended again with a friend because I had to. We laid out the balloon on one of the few open, flat spots on the western shore of Lake Tahoe, fired up and ascended. While in the air, a small boat with a sufficiently large, flat, improvised deck followed. I was not completely relaxed. We landed on the boat and exchanged passengers (kids) a few times before dragging the balloon back to the launch area. Thus, ended my balloon experience. Forever.

Flying apparatus needs wings. It may be marginally acceptable if the wings are rotating wildly overhead but no wings at all, certainly are not.

Kenny Danielson

Flying apparatus needs wings. It may be marginally acceptable if the wings are rotating wildly overhead but no wings at all, certainly are not.—Kenny D



There I Was . . . Off the beach Without a Paddle

By Alex Dunn

I don't feel comfortable going to a barber shop operated by a couple of young guys during the Covid outbreak. With my long hair, my wife is pressing me to get a haircut and says "You look like Bozo the Clown!" I prefer to think of myself as looking like Benjamin Franklin. In either case I have little to do and will avoid the issue by writing a short story of the early days of my aviation career.



I started my flight training in June of 1956 in Winnipeg, Manitoba and received a Commercial Pilot License, (SEL), in May of 1957. In June of that year a telegram came to the flight school from a

company needing a copilot on a PBY-5A, flying north out of Moosonee, Ontario for the summer. Moosonee is a small town at the end of the rail line near James Bay, at the bottom of Hudson Bay. The town did not have an airstrip, so the PBY was tied up to a buoy in the river. This position offered low pay, living in an isolated area and was guaranteed to result in layoff when the summer ended. I immediately phoned the guy and said "I would love the job, but I have some business to wrap up and wouldn't be able to leave for three days."



PBY-5A

He said that was fine. During the next three days I got my multi rating on the school's Cessna T-50 and headed to my first flying job with about 200 hours total time.

I thought I knew something about flying, but I soon realized that a PBY copilot was also a seaman. Having grown up on a small farm on the plains of Western Canada I had only been in a boat once in my life and that was in a small lake. I had to learn anchoring and a good many other tasks that were new to me. My check out consisted of riding along as an observer for two trips then getting in the right seat and going to work.

On one trip we flew about three hours north to the Belcher Islands, midway up the east side of Hudson Bay. We anchored and loaded the airplane for a departure the next morning to Markham Bay, along the south coast of Baffin Island, on Hudson Strait. Whenever we anchored someone had to stay on board the airplane in case it dragged anchor. The next morning the Captain went ashore for breakfast while I stayed on board. When he returned, I went ashore for breakfast.

While I was having breakfast, the Captain called on the radio and said the wind had come up and the plane had started dragging anchor toward the beach, so he started up and moved off shore. He said I was to be brought out in the canoe so we could move the plane to a more sheltered location for takeoff. On my arrival at the beach the plane was about a mile offshore and there were closely spaced swells of more than six feet, with a strong wind blowing directly onshore. I had been told that canoes are very unstable and my only experience in one was the couple hundred feet going ashore for breakfast, in fairly calm seas. To make matters worse the native who is to take me out to the plane was intoxicated and standing up in the stern, singing. There were no life jackets and the water was extremely cold. I wasn't too concerned at first, as I thought the first swell we hit will throw us back on the beach.

On the plus side it was a large freighter canoe with an outboard. After withstanding the first several swells, I became concerned and, in an attempt to take control of my destiny I yelled at the native to sit down. Thankfully he did. I can't say how happy I was to go aboard the PBY. The plane sits fairly low in the water and the swells were breaking over the cockpit. My first task was to crank up the anchor which is hanging about a hundred feet below the plane. The seas are too rough to take off so we taxi about seven miles to an area that is sheltered. The passengers, a geologist, his helper who is a geology student on summer break between his junior and senior year and my canoe operator who will be the camp handy man (dish washer, fix outboard motor, etc.) are to come to our location via a single engine sea plane tied up in a lake on the island. We were unable to use the lake on this flight due to our longer takeoff run at max gross weight.

As soon as they are aboard the PBY, we take off for our destination on Baffin Island which is about five hours away. We scout the location and then land in the bay and drop anchor near shore. A smaller canoe tied on under the wing is lowered into the water and brought up alongside the cargo door where a blister turret was during the war. A number of loads of prospecting gear, food and other supplies are taken ashore. Once everything is off the plane, we taxi about a mile off shore in the bay and drop anchor. We plan to stay the night due to darkness at our destination further south. We are scheduled to return to pick these guys up on a date that is about a month away.

During the night we wake up to hear water sloshing on the side of the plane. We look out and find we are only a few feet from shore. It is sort of twilight and we can't find the camp of the guys we dropped off. My first thought was, did we drag anchor? It was dead calm so that didn't seem likely. Finally, we see their camp more than half a mile inland. There are no trees or other vegetation to obstruct our vision. Also, there are no tide tables for these remote locations and we (at least I) didn't realize we had anchored in a bay with close to 50 feet difference between high and low tide. We moved out into deeper water and got back in our sleeping bags laid out on the floor. It occurred to me later that if we had arrived at low tide the guys ashore may have had their camp flooded during the night.

Early the following morning we departed for Moosonee with a couple of stops along the way. In these remote areas we carried survival gear, including a rifle. We also carried food for planned use on these trips. In this case the captain went back in the cabin and fired up the Coleman stove and cooked us bacon and eggs for breakfast while I flew along at 120 kts. Total flying time was 17 hours, all without refueling, as none was available in the middle of nowhere.

About ten days after completing this trip a mechanic found blasting caps in the tail of the plane. It was a violation of civil aviation regulations to carry dynamite and blasting caps on the same flight. It was our guess that our passengers brought them on board, hid them from us and forgot them.

The biggest challenge for a low time civilian trained pilot was getting his first job. I got laid off in September, the only time in my carrier. I got a job the following spring with a larger operator that provided a real check out on the PBY and led to much better opportunities. This job lasted until I left for UAL. My seaman experience finally became useful in retirement when I spent time sailing a 36 foot sail boat in Pacific Northwest waters.

With one foot in the canoe, and one foot on shore, you are sure to fall into the river. — [Tuscarora proverb](#)

There I Was . . . At My United Interview - Summer of '79

By Ron Rogers

My interview with United was a memorable start to my 37-year career.

I had inherited a habit from my father of arriving early for any event. I am not talking a few minutes, but significantly early, a habit often annoying to other members of my family.

On the day of my interview, I was at the Denver Training Center, 45 minutes early for my 11:30 AM interview. I entered the waiting room, which happened to be in an office with a secretary who was processing applications, told her my interview time, and she told me to have a seat. At about 11:05, I noticed two individuals pacing outside of an office, looking at their watches and towards the waiting room. The office phone rang and after a short conversation, the secretary asked if I would like to have my interview now. I, of course, said yes.

I was being interviewed by a "crusty old captain" who was probably considerably younger than I am now, and an individual from personnel who was wearing an identical suit to mine. He complimented me on my good taste in clothing and I naturally returned the compliment.

The interview started with the usual logbook review and questions about the definition of V1 and V2, etc.

I noticed out of the corner of my eye an individual rushing into the interview waiting room obviously distressed. It was rather distracting to the interview process, but I could not help overhearing a rather impassioned pleading from the individual who had obviously been late for the interview slot I had now taken. He departed after I can only assume being told that tardiness was not a characteristic that United was looking for in pilot applicants.

We were now at the point in the interview where the captain asked, "Have you had any unusual situations in an aircraft, anything out of the ordinary that you might call an emergency? And I don't want to hear about your radio not channelizing!"

I was a pilot at Edwards AFB, the USAF Flight Test Center. I was the T-38 Senior Flight Examiner in Stan Eval and a Functional Check Flight (FCF, maintenance test flight) pilot on the T-38.

I responded that just a few months ago I was conducting a maintenance test flight and the canopy separated approaching 500 KIAS and .98 Mach. The captain made a comment of "Holy S#*T and the individual with the good taste in suits noticeably flinched, I assume more to the comment of the captain than my story.

I explained that I had run the complete FCF checklist as we do on any test flight regardless of the work performed. Part of the maintenance on the aircraft had been a rerigging of the canopy, replacement of both engines, replacement of the right aileron actuator, and other more minor work. I checked the six alignment stripes with the canopy closed to ensure that all six latches of the canopy were properly engaged, and they were. Little did I know, as the investigation would later report, that the front left latch had only been finger tightened, not torqued to 150 in-lbs. I performed a normal take off, did the first checklist item regarding a Stability Augmenter Check and then proceeded to get clearance into the high-altitude supersonic corridor for the next part of the test. I was 4,000 AGL at 300 KIAS and since R-2508 is special use airspace without subsonic speed restrictions, I pushed the throttles to full after burner (AB), started a slow descending roll, bottoming out at about 2,000 AGL with the airspeed just approaching 500 KIAS and .98 Mach. I hit a bit of turbulence as I was about to start the pull up for the burner climb to 41,000 feet (this probably caused the loose latch to unlatch, which led to the loss of the canopy) when I heard the loudest noise I have ever heard in an aircraft. I was blown forward into the instrument panel (I still have the scratched helmet), my oxygen mask was blown off, and both the T-38 check list with a Velcro strap around my left leg and the FCF checklist on my right leg departed the aircraft. I thought the aircraft had exploded and I had died. After a brief moment, realizing I was still alive, I straightened up in the seat where it became obvious that the canopy was no longer with the

aircraft. Still in full AB and going fast I pulled the throttles to idle, dropped the boards, and started a climb to slow down. Passing 11,000 feet it started to get cold, so I loaded up the aircraft and started a slight descent to warmer air.

The book said to slow to 300 KIAS if you lost the canopy but the noise level was too loud to hear or talk on the radio (it wouldn't channelize anyway...no, no I did not say that!), so I put out a notch of flaps and slowed to 220 KIAS. Major Pete, a pilot friend of mine at Edwards, who was revising the T-38-1 asked me about how I handled the situation. I told him what I had done and why, and was surprised to see my speed and procedure as one of five changes to the T-38-1 published a few months later. I told Pete that the Training Command regarded the -1 as the bible and I had just made an offhand comment of what worked for me. Pete told me that the original speed was set on early test flight where the canopy separated at 300 KIAS on takeoff and the test pilot turned back and landed. The test pilot stated that the aircraft flew great below 300 KIAS, so the speed was set. Pete said my speed had more logic behind it and still is the published speed and procedure to this day. I later learned this from one of my F/Os who had been a T-38 IP. He told me that I was somewhat of a legend in ATC (the training command) because I was the only one who had ever survived losing a canopy at such a high speed.

I found my oxygen mask and reattached it. I was worried that the canopy might have hit the tail, so I asked for a chase to look me over. FCF flights are flown solo so I had no one in the back seat to help. Captain Steve, who later became a shuttle astronaut, came up and told me that the tail looked good, but he had never seen a roadster T-38 before.

After an uneventful return to base and a landing at about 165 KIAS (it was a little hard to see since I had gotten a lot of dirt into my eyes) I turned off the runway and was met by the wing commander and maintenance who safetied the seat. The more senior pilots on the base seemed to be more concerned about the seriousness of the event than I was. Many years later, when Bob Hoover mentioned in his book Forever Flying about how P-80s were losing their canopies and decapitating the pilots, did I understand their concern. Apparently, if you are not going perfectly straight when you lose a rather flimsy canopy that is easily bent by the slip stream, as in the case of the P-80 and T-38, it will sweep across the cockpit and decapitate the pilot.

Bob Hoover came up to me at a SETP (Society of Experimental Test Pilots) Symposium after I had presented a paper and I told him about the canopy incident and how I read his book and 20 year later got scared! He laughed.

After I exited the aircraft, I was taken to the flight surgeon. He started taking the information and writing in my medical records. He asked me the speed of the canopy loss, cringed when I told him, and exclaimed that he had just taken a familiarization flight in a T-38 last week and as he looked up, he said, "and it was with you!" We had had a nice flight where I demonstrated the low altitude speed differential between an Army helicopter and a T-38 in full AB. The radio call from Center was, "ArmyXX, you have jet traffic approaching rapidly at your 6.....Rick 71 you have Army helicopter traffic at your 12...wait, you see him don't you?" To which I replied, "affirmative". Obviously, I passed at a safe lateral distance, but this part of the story, and many of the other details, I did not cover in my interview.

Anyway, they apparently liked my story, and I was hired.

Years later I was offered a flight in a one-of-a-type all metal biplane. My friend asked me if I had ever flown an open cockpit aircraft before and I said yes, but never this slow.

Captain Ron Rogers

UAL 1979-2015

~ T-38 ~
Imagine the canopy
departing the aircraft
approaching 500 KIAS
and .98 Mach.



Articles

Industry related news and other articles

United Airlines orders electric vertical aircraft, invests in urban air mobility SPAC



Archer Air Source: Archer Air

Phil LeBeau

United Airlines is joining other investors backing Archer, a start-up developing electric vertical takeoff and landing aircraft.

Archer is raising \$1.1 billion through a SPAC merger with Atlas Crest Investment Corp.

[United Airlines](#) believes you may someday take a small electric aircraft to get to the airport.

The airline is joining other investors backing Archer, a start-up developing electric vertical takeoff and landing

aircraft. If Archer can get its eVTOL certified by the Federal Aviation Administration, it expects to deliver the first aircraft in 2024.

"It's pretty incredible to think how big this market can be," Archer co-founder and co-CEO Adam Goldstein said. "The partnership with United really gives us a chance to get to market first and really helps us accelerate our timeline."

Palo Alto, California-based Archer, which was founded three years ago, will unveil its first full-scale eVTOL aircraft later this year. The company also plans to develop and manufacture the battery pack that will power the aircraft. Archer said its piloted eVTOL is designed to carry as many as four passengers up to 60 miles at speeds that could reach 150 mph.

To go from concept to certified aircraft, Archer is raising \$1.1 billion through a SPAC merger with [Atlas Crest Investment Corp.](#) The merger is valued at \$3.8 billion. Among those backing the deal, two firms stand out: [Stellantis](#) and United Airlines.

Stellantis, the new name for the recently merged companies of PSA Peugeot and Fiat Chrysler, is working with Archer to manufacture the carbon-fiber fuselage of the eVTOL aircraft. United has placed a \$1 billion order for 200 Archer eVTOL aircraft, with an option to purchase 100 more for \$500 million.

"By working with Archer, United is showing the aviation industry that now is the time to embrace cleaner, more efficient modes of transportation," United CEO Scott Kirby said in a release announcing the Archer SPAC. Investing in clean initiatives has become part of Kirby's strategy to cut United's carbon footprint. In December, the airline [announced a multimillion-dollar investment](#) in a carbon-capture joint venture.

United estimates passengers making the 13-mile trip from Hollywood to Los Angeles International Airport in an Archer eVTOL aircraft could reduce CO2 emissions by 50%.

"Archer's eVTOL design, manufacturing model and engineering expertise has the clear potential to change how people commute within major metropolitan cities all over the world," said Kirby.

The eVTOL market has exploded in recent years, with Deloitte estimating 200 companies worldwide are developing aircraft. Many are for cargo operations and others focus on passenger travel, which is expected to be a \$4 billion market by 2025 and \$57 billion by 2035, according to Deloitte.

In December, California-based [Joby bought Uber Elevate](#) with plans to have eVTOL aircraft entering service as soon as 2024.

In a research note last month, Morgan Stanley analyst Rajeev Lalwani said the urban air-mobility market will likely start as a niche service but “could later transform into a cost-effective, time-efficient method of traveling short to medium distances, eventually taking share from car and airline companies.”

Archer co-founder and co-CEO Brett Adcock believes his company’s eVTOL will disrupt the ride-share market. “We want this to be a really affordable mass-market transportation solution,” Adcock said. “Our entry point is around \$3 per passenger mile in these markets, which is roughly equivalent to maybe a ride-sharing company today.”

While the cost someday may be attractive for United passengers looking for a quick and inexpensive way to the airport, the airline is a long way from taking delivery of an Archer eVTOL or determining how they would fit in its network. Still to be determined is whether United pilots would fly the electric-powered aircraft or if they would be operated by Mesa Airlines, which handles United regional service to many smaller markets.

—CNBC’s Meghan Reeder contributed to this report.

Special Purpose Acquisition Company (SPAC)

By Julie Young Investopedia.com

What Is a Special Purpose Acquisition Company (SPAC)? Click [here](#) for the full article.

A special purpose acquisition company (SPAC) is a company with no commercial operations that is formed strictly to raise capital through an [initial public offering \(IPO\)](#) for the purpose of acquiring an existing company. Also known as "blank check companies," SPACs have been around for decades. In recent years, they've become more popular, attracting big-name underwriters and investors and raising a record amount of IPO money in 2019. In 2020, as of the beginning of August, more than 50 SPACs have been formed in the U.S. which have raised some \$21.5 billion.

KEY TAKEAWAYS

- A special purpose acquisition company is formed to raise money through an initial public offering to buy another company.
- At the time of their IPOs, SPACs have no existing business operations or even stated targets for acquisition.
- Investors in SPACs can range from well-known private equity funds to the general public.
- SPACs have two years to complete an acquisition or they must return their funds to investors.

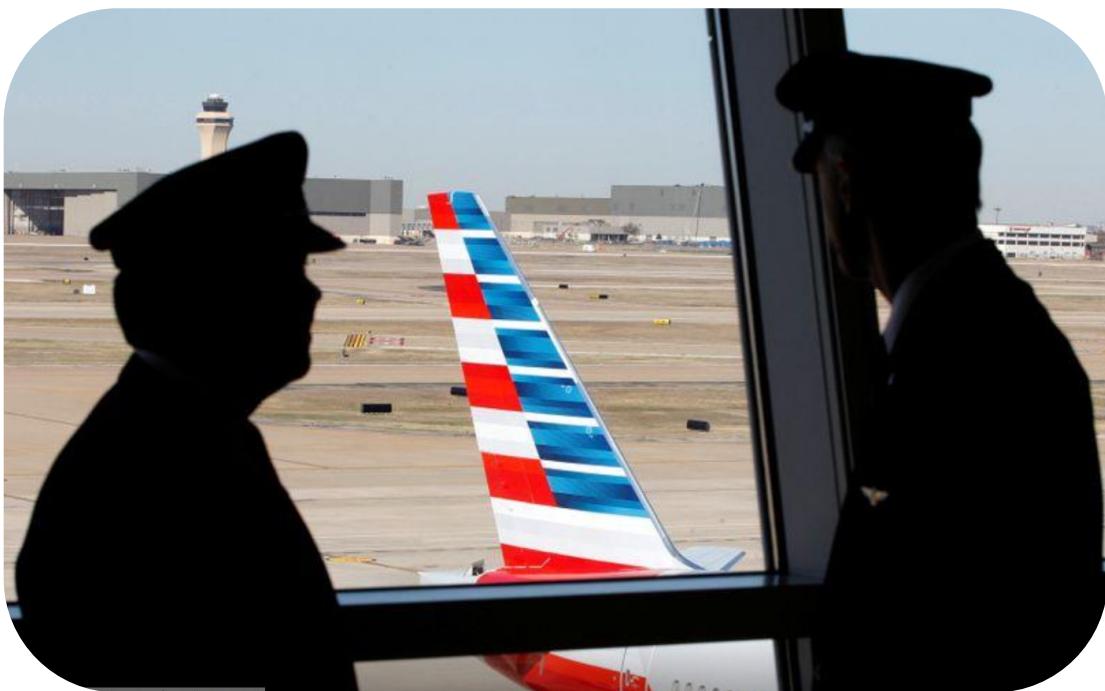
How a SPAC Works

SPACs are generally formed by investors, or sponsors, with expertise in a particular industry or business sector, with the intention of pursuing deals in that area. In creating a SPAC, the founders sometimes have at least one acquisition target in mind, but they don't identify that target to avoid extensive disclosures during the IPO process. (This is why they are called "blank check companies." IPO investors have no idea what company they ultimately will be investing in.) SPACs seek underwriters and institutional investors before offering shares to the public.

The money SPACs raise in an IPO is placed in an interest-bearing trust account. These funds cannot be disbursed except to complete an [acquisition](#) or to return the money to investors if the SPAC is liquidated. A SPAC generally has two years to complete a deal or face liquidation. In some cases, some of the interest earned from the trust can be used as the SPAC's [working capital](#). After an acquisition, a SPAC is usually listed on one of the major stock exchanges.

More than half of world's airline pilots no longer flying - survey

By Reuters Staff Reporting by Jamie Freed in Sydney. Editing by Gerry Doyle



FILE PHOTO: Pilots talk as they look at the tail of an American Airlines aircraft at Dallas-Fort Worth International Airport February 14, 2013. REUTERS/Mike Stone

(Reuters) - More than half of the world's airline pilots are no longer flying for a living amid the plunge in demand during the coronavirus pandemic, according to a new survey, and those that are still flying feel less valued by their employers.

A poll of nearly 2,600 pilots by UK-based GOOSE Recruitment and industry publication FlightGlobal, released on Thursday, found only 43% were doing the job they had trained for, with 30% unemployed, 17% furloughed and 10% in non-flying roles.

Many pilots that are still flying have faced deteriorating working conditions. Hong Kong's Cathay Pacific Airways Ltd, for example, instituted permanent pay cuts of up to 58%, and Turkish Airways and Singapore Airlines Ltd have temporarily lowering salaries.

"We can see the effect the pandemic has had on employed pilots too," GOOSE Recruitment chief executive officer and founder Mark Charman said in a statement. "Large numbers are feeling insecure about their jobs, an increased number are planning to look for new roles this year as well as many feeling less valued by their employers."

For the unemployed pilots in the survey, 84% said it was due to the pandemic. Before COVID-19 hit, there had been widespread pilot shortages that had driven up demand for aviators and led to improving pay and conditions.

Now, 82% of unemployed pilots would take a pay cut for a new opportunity, the survey found.

For those that have kept their jobs, pilots in Europe reported being the most stressed by COVID-19, with respondents citing the risk of catching the virus, disjointed rules and the possibility of being placed in quarantine during a rotation as among their concerns.

Forty percent of pilots said their mental health had been affected by the pandemic, with the figure higher among younger pilots.

"The amount of stress and anxiety the pandemic has caused me has permanently scarred my outlook on life," one surveyed pilot said.

Covid-19 sickens seniors differently. Here's why.

Opinion by John W. Rowe

John W. Rowe is a professor of health policy and aging at Columbia University and president of the International Association of Gerontology and Geriatrics.

The past three months have been a stark reminder that the United States is an aging society. Americans older than 60 outnumber those younger than 15. And this rapidly expanding older population is being devastated by the novel coronavirus.

But we have also learned a great deal since March about why seniors are so susceptible to this virus — and which symptoms to look for when they present themselves at clinics and hospitals looking for help.

First, a few things to remember. About 80 percent of covid-19-related deaths are in individuals older than 65. In New York City, for hospitalized patients the death rate from covid-19 rises from less than 1 percent for those 18 to 44 years old to more than 30 percent for those older than 75.

These findings reflect what we already knew about how the body's response to infection changes with age.

With normal aging, we see progressive deleterious changes in our immune systems. One component, inflammation, is exaggerated with advancing age — a finding termed “inflamm-aging” — which can worsen infections when we get them. Other components of our immune systems weaken with age because the cells that fight off invading organisms directly, or through release of antibodies, become less effective in old age. That's why older people need [stronger doses of the flu vaccine](#) to elicit a protective response.

Another reason that aging complicates matters is that many diseases, and pneumonia in particular, have very different symptoms in the elderly than they do in the middle-aged. Many older covid-19 patients did not present the “classic” symptoms so common in younger patients — fever, cough and shortness of breath. Seniors who came to hospitals or called their physicians were typically asked whether they had those symptoms and often replied that they did not.

But many *did* complain of delirium, fainting or gastrointestinal symptoms. Because they did not have the symptoms that were required to be eligible for coronavirus testing, their infections often went undetected and were left to worsen without appropriate attention.

These age-related differences are aggravated by the increased risk associated with severe underlying illnesses, such as diabetes; heart failure; lung, kidney or liver diseases; or cancer, especially those on treatments that might impair immune function. While it is likely a healthy 75-year-old is at less risk than a 60-year-old with a chronic disease, a 75-year-old with a chronic disease is at special risk.

In addition, many elderly people share the same disadvantageous social determinants of health that contribute to the special risks of populations, including the poor, who might have substandard housing, nutrition and access to health care.

Beyond these factors, several additional risk factors for severe covid-19 have been identified, and more are sure to come:

- Men are more susceptible than women.
- Obesity increases risk, at least in young and middle-aged adults (though not so much in seniors).
- Having Type-A blood [carries](#) a 50 percent greater risk of requiring respiratory support (such as a ventilator) when infected, while Type-O blood lessens that risk. (If you don't know your blood type — and many do not — it is time to find out.)

· And a genetic marker, called ApoE4, which increases the risk of Alzheimer's, also increases the risk of severe covid-19. This makes individuals with dementia an ultra-high-risk group, especially given their difficulty in following guidelines such as social distancing and frequent hand-washing.

Understanding an individual's risk profile might become useful in allocating a vaccine when it becomes available. One can imagine the competing interests of health-care providers, chronically ill elderly people, and public health and public safety officers when the initial batches of vaccine become available.

What can we do to protect older people, especially those at greatest risk?

We must heighten our detection of coronavirus infection through increased testing and education of health-care providers, particularly at nursing homes, regarding the signs and symptoms older patients might display.

All older people must receive the flu vaccine this fall, for if covid-19 returns during a strong flu season, the effects might be devastating.

While we enhance nursing home safety, disinfection and protection of staff — all of which have been accomplished successfully at many facilities — the time has come to rethink how we deliver and fund long-term care in the United States. And we must fix our public health system, which has never been retooled to meet the needs of an aging society and is displaying deficiencies in pandemic preparedness.

Neither our current long-term-care nor our public health system can adequately support the needs of a dramatically growing older population or meet the special challenges presented by this, and the next, pandemic.

Do we really need to walk 10,000 steps a day?

Author Lindsay Bottoms Reader in Exercise and Health Physiology, University of Hertfordshire

The 10,000 step target has more to do with marketing than scientific fact.



When it comes to being fit and healthy, we're often reminded to aim to walk 10,000 steps per day. This can be a frustrating target to achieve, especially when we're busy with work and other commitments. Most of us know by now that 10,000 steps is recommended everywhere as a target to achieve – and yet where did this number actually come from?

The 10,000 steps a day target seems to have come about from a trade name pedometer sold in 1965 by Yamasa Clock in Japan. The device was called "Manpo-kei", which translates to "10,000 steps meter". This was a marketing tool for the device and has seemed to have stuck across the world as the daily step target. It's even included in

daily activity targets by popular smartwatches, such as Fitbit.

Research has since investigated the 10,000 steps a day target. The fact that some studies have shown this step target improves heart health, mental health, and even lowers diabetes risk, may, to some extent, explain why we have stuck with this arbitrary number.

In ancient Rome, distances were actually measured by counting steps. In fact, the word “mile” was derived from the Latin phrase *mila passum*, which means 1,000 paces – about 2,000 steps. It’s suggested the average person walks about 100 steps per minute – which would mean it would take a little under 30 minutes for the average person to walk a mile. So in order for someone to reach the 10,000 step goal, they would need to walk between four and five miles a day (around two hours of activity).

But while some research has shown health benefits at 10,000 steps, recent research from Harvard Medical School has shown that, on average, approximately 4,400 steps a day is enough to significantly lower the risk of death in women. This was when compared to only walking around 2,700 steps daily. The more steps people walked, the lower their risk of dying was, before levelling off at around 7,500 steps a day. No additional benefits were seen with more steps. Although it’s uncertain whether similar results would be seen in men, it’s one example of how moving a little bit more daily can improve health and lower risk of death.

Benefits were seen even before 10,000 steps.

While the World Health Organization recommends adults get at least 150 minutes of moderate intensity physical activity per week (or 75 minutes of vigorous physical activity), research also shows that even low-intensity exercise can improve your health – though moderate-intensity exercise improves it to a greater extent. This means your steps throughout the day can contribute to your 150 minutes of target activity.

Activity can also help mitigate the harms of sitting down for long periods of time. Research has shown that people who sat for eight or more hours every day had a 59% increased risk of death compared to those sitting less than four hours per day. However, they also found that if people did 60-75 minutes per day of moderate intensity physical activity, this seemed to eliminate this increased risk of death. Therefore, potentially undertaking brisk walking could help mitigate the negative effects of sitting for too long.

Recent research at the University of Texas has also demonstrated that if you’re walking fewer than 5,000 steps a day, your body is less able to metabolise fat the following day. A buildup of fat in the body can also increase a person’s likelihood of developing cardiovascular disease and diabetes. This is further supported by previous research which shows people who walked less than 4,000 steps a day could not reverse this decreased fat metabolism.

Increasing physical activity such as your step count reduces your risk of death by improving your health, including by reducing risk of developing chronic illnesses such as dementia, and certain cancers. In some cases it helps improve health conditions such as type 2 diabetes. Exercise can also help us improve and maintain our immune system. However, based on the current research out there, it appears that getting 10,000 steps a day isn’t essential for health benefits – half that target appears to be beneficial.

If you want to increase how many steps you get daily, or simply want to move more, one easy way to do that is to increase your current step count by about 2,000 steps a day. Other easy ways to move more daily include walking to work if possible, or taking part of an online exercise programme if you’re working from home. Meeting with friends for a walk – rather than in a cafe or pub – can also be useful. And given that even small amounts of physical activity positively impact your health, taking regular breaks to move around if you’re working at a desk all day will help to easily get more physical activity.

<https://theconversation.com/do-we-really-need-to-walk-10-000-steps-a-day-153765>

Exercise and Diet Are More Important Than Ever With Virus at Large

By Bernard J. Wolfson



(If your life these days is anything like mine, a pre-pandemic routine that included regular exercise and disciplined eating has probably given way to sedentary evenings on a big chair, binge-watching reruns of your favorite TV series while guzzling chocolate ice cream or mac 'n' cheese.

But let's not beat ourselves up about it. Several doctors I spoke with recently said most of their patients and many of their colleagues are struggling to maintain healthy habits amid the anxiety of the pandemic. “The [Quarantine 15](#)” (pounds, that is) is a real phenomenon.

The double challenge of protecting our health, including our immune systems, while battling unhealthy temptations “is a struggle everyone is dealing with,” says Dr. David Kilgore, director of the integrative medicine program at the University of California-Irvine.

Well before COVID-19, [more than 40% of U.S. adults](#) were obese, which puts them at risk for COVID-19’s worst outcomes. But even people accustomed to physical fitness and good nutrition are having trouble breaking the bad habits they’ve developed over the past five months.

Karen Clark, a resident of Knoxville, Tennessee, discovered competitive rowing later in life, and her multiple weekly workouts burned off any excess calories she consumed. But the pandemic changed everything: She could no longer meet up with her teammates to row and stopped working out at the YMCA.

Suddenly, she was cooped up at home. And, as for many people, that led to a more sedentary lifestyle, chained to the desk, with no meetings outside the house or walks to lunch with colleagues.

“I reverted to comfort food and comfortable routines and watching an awful lot of Netflix and Amazon Prime, just like everybody else,” Clark says. “When I gained 10 pounds and I was 25, I just cut out the beer and ice cream for a week. When you gain 12 pounds at 62, it’s a long road back.”

She started along that road in July, when she stopped buying chips, ice cream and other treats. And in August, she rediscovered the rowing machine in her basement.

But don’t worry if you lack Clark’s discipline, or a rowing machine. You can still regain some control over your life.

A good way to start is to establish some basic daily routines, since in many cases that’s exactly what the pandemic has taken away, says Dr. W. Scott Butsch, director of obesity medicine at the Cleveland Clinic’s Bariatric and Metabolic Institute. He recommends you “bookend” your day with physical activity, which can be as simple as a short walk in the morning and a longer one after work.

And, especially if you have kids at home who will be studying remotely this fall, prepare your meals at the beginning of the day, or even the beginning of the week, he says.

If you haven’t exercised in a while, “start slow and gradually get yourself up to where you can tolerate an elevated heart rate,” says Dr. Leticia Polanco, a family medicine doctor with the South Bay Primary Medical Group, just south of San Diego. If your gym is closed or you can’t get together with your regular exercise buddies, there are plenty of ways to get your body moving at home and in your neighborhood, she says.

Go for a walk, a run or a bike ride, if one of those activities appeals to you. Though many jurisdictions across the United States require residents to wear masks when out in public, it may not be necessary — and may even be harmful to some people with respiratory conditions — while doing strenuous exercise.

“It’s clearly hard to exercise with a mask on,” says Dr. Yvonne Maldonado, a pediatrician specializing in infectious diseases at Stanford University’s School of Medicine. “We go hiking up in the foothills and we take our masks with us and we don’t wear them unless somebody starts coming the other way. Then we will put the mask on, and then we take it off and we keep going.”

If you prefer to avoid the mask question altogether, think of your house as a cleverly disguised gym. Put on music and dance, or hula-hoop, Polanco suggests. You can also pump iron if you have dumbbells, or find a cable TV station with yoga or other workout programs.

If you search on the internet for “exercise videos,” you will find countless workouts for beginners and experienced fitness buffs alike. Try one of the [seven-minute workout apps](#) so popular these days. You can download them from Google Play or the Apple Store.

If you miss the camaraderie of exercising with others, virtual fitness groups might seem like a pale substitute, but they can provide motivation and accountability, as well as livestreamed video workouts with like-minded exercisers. One way to find such groups is to search for “virtual fitness community.”

Many gyms are also offering live digital fitness classes and physical training sessions, often advertised on their websites.

If group sports is your thing, you may or may not have options, depending on where you live.

In Los Angeles, [indoor and outdoor group sports](#) in municipal parks are shut down until further notice. The only sports allowed are tennis and golf.

In Montgomery County, Maryland, the Ron Schell Draft League, a softball league for men 50 and older, will resume play early this month after sitting out the spring season due to COVID-19, says Dave Hyder, the league’s commissioner.

But he says it has been difficult to get enough players because of worries about COVID.

“In the senior group, you have quite a lot of people who are in a high-risk category or may have a spouse in a high-risk category, and they don’t want to chance playing,” says Hyder, 67, who does plan to play.

Players will have to stay at least 6 feet apart and wear masks while off the field. On the field, the catcher is the only player required to wear a mask. That’s because masks can steam up glasses or slip, causing impaired vision that could be dangerous to base runners or fielders, Hyder explains.

Whatever form of exercise you choose, remember it won’t keep you healthy unless you also reduce consumption of fatty and sugary foods that can raise your risk of chronic diseases such as obesity, diabetes and hypertension — all COVID-19 risk factors.

Kim Guess, a dietitian at UC-Berkeley, recommends that people lay in a healthy supply of beans and lentils, whole grains, nuts and seeds, as well as frozen vegetables, tofu, tempeh and canned fish, such as tuna and salmon.

“Start with something really simple,” she said. “It could even be a vegetable side dish to go with what they’re used to preparing.”

Whatever first steps you decide to take, now is a good time to start eating better and moving your body more.

Staying healthy is “so important these days, more than at any other time, because we are fighting this virus which doesn’t have a treatment,” says the Cleveland Clinic’s Butsch. “The treatment is our immune system.”

Letters

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

Gerry Baldwin – Hilo, HI

My birthday is three days away as I write. I missed the deadline for the January issue wherein letters are not printed. I missed the deadline for the February issue which is already out. I will likely be late for my own funeral. Still, here goes my birthday missive.

For the last year, Joan and I have been essentially quarantined in place at our oceanfront home on Hilo Bay. If one must be sequestered, I can think of worse places to be. Here is Joan isolated in our gazebo.

It is a rough life; but somebody must do it.

We go out shopping for groceries, hardware, and other essentials. In truth, the big island of Hawaii has had very few cases of COVID-19. Restaurants are open for indoor dining. Downtown and mall parking lots are full. Everyone shows much aloha in wearing masks and maintaining their distance.

Joan continues to battle an autoimmune disorder, so we go off to Honolulu more often than we would like. We shuttle back and forth between the airport and hospital and see mostly four walls of a hospital room or hotel room. Though we could, we schedule little time to see Waikiki or anything else. We must get COVID-19 tests to return home. We can recommend little about those trips.

Joan was on immunosuppressants for several years and could not have pets. She is off those, now, and a feral cat adopted her. We named him Audacity for his efforts and call him Audie. She dotes on him; and he returns the favor. I like that, having been feral, he does his business outdoors. I cannot tolerate the odor of kitty litter boxes.



Joan keeps me busy maintaining the place and placing orders for her online. Those are really the best presents, From: Joan, To: Joan. Her birthday is next month, so I feel that I am coloring between the lines in getting this message off.

I am president of our HOA. Our annual general meeting was last night via Zoom. Everyone was polite and smiling. We may wish to continue using Zoom even after the pandemic is behind us. (Last year's meeting was a total goat-rope.)

Our favorite RUPA watering hole has been open through most of the pandemic; but we have chosen to suspend our monthly luncheons till we get vaccinated. Hawaii has an orderly rollout of vaccination administration. I get periodic updates from Kaiser Permanente and will schedule vaccinations for Joan and me when they open for our age group, likely March. We may have been vaccinated by the time you read this.

Joan just let Audie in; and he is in my lap. He likes to help me type. The space bar is his favorite key; so, I will wrap this up lest it continue with pages of white space.

Stop by for a visit if you find your way to Hilo.

TXI/CAL (6 yrs.): IAH, DEN;

UAL (27.5 yrs.): ORD, SEA, JFK, SFO

Gerry



Larry Jobe – Groveland, CA

Twenty years since I set the brake on my retirement flight. The 230 or so friends and family that were aboard the B747 still think of it as one of their highlights to be remembered and I certainly think it was one of my most memorable flights. Operated as a charter flight, we were able to leave the cockpit door for the entire 2 hour 10 minute flight. Everyone had a chance to visit the cockpit in person.

Passengers were able to visit all the other sections of the plane as well and I understand a couple of the guest made use of the flight attendant crew rest area to join the mile high club. I had stationed a guard at the entrance of the stairway with instructions to give anyone who asked for privacy - 30 seconds alone.

I have often asked my friends what they thought my greatest danger was on this flight. Of course I get a variety of answers but if the truth be told it was the landing. If I had screwed the landing up I would have had over 200 of my nearest and dearest friends to remind me of it for the rest of my life.



Flying Tiger Heritage Museum—Guilin, China

Perhaps the accomplishment I am proudest of is the completion of [Flying Tiger Heritage Park](#) in Guilin, China. I, along with Brigadier General James Whitehead, started an organization to build a park and museum honoring all the Flying Tigers who served in China, Burma, India during WWII, who saved China and us from the brutal Japanese enemy in Asia. In cooperation with a grateful Chinese people, the project we started in 2005 became reality in 2016 with the dedication of the museum, park, and delivery of Buzz Buggy, a C47 flown over the Hump to be put on display in the park. What started out as an 8-day trip took 96 but was successful. It was the first time a C47 had crossed the hump since WWII

Larry



Buzz Buggy

Whit Simpson – Nashville, TN

Dear fellow RUPA members,

I have now received BOTH of the Pfizer vaccine shots with NO "Side Effects" from the Nashville Health Department. I hope you all will do the same. COVID-19 sneaks up you like getting a little slow on final with a B-727 except there is no "Stick Shaker" to warn you of the danger you're looking at. The Coronavirus will bite you in the ass and have you on a ventilator in the ICU before you know it, and maybe taking that last flight West.

Please get your vaccine SHOTS and wear your mask.

Stay safe,

Whit

Class of 2002

George Cox – COS / APF

Dear fellow RUPA members,

This is my first annual letter and it's hard to believe it's been eight years since the parking break was set. Wow!

Not much has changed in those eight years. Still have my lovely bride from 50 years ago last month.

Still have the two sons and still no grandkids.

We are in good health but pets have walked west.

I was able to make my first RUPA luncheon just as COVID hit so there weren't many there. Looking forward to more in the future.

Enjoying retirement and working for you editing the RUPANEWS.

George E.



Rich Adams – Franktown, CO

George,

Thank you for the fine job that you are doing as editor of the RUPA magazine.

The other day as I was sorting through some of my old stuff, I came across some old photos of United historical nature which I have been keeping for all of 60+ years. I thought perhaps that you might be able to use them as needed in future publications of the magazine. I'm sure it can be challenging to find new material for your photos.

I was about seven or eight years old growing up on a farm in Iowa and quite interested in the planes that flew overhead each day on J-10.

One Sunday I noticed an ad in the paper for a cardboard model of the new DC-8 which United had just acquired. It sounded pretty cool and into fit my price range of \$0, so I sent away for it. When I got it, it was indeed pretty cool and came with a package of photos of historical United Air Lines airplanes, a package of the history of the mail, a United route map, and a brochure entitled "Air Cargo Today" prepared by United Air Lines.

I don't have the model anymore, but I still have the photos and the brochure. If you can use them great, if not please feel free to enjoy them yourself.

Rich



United Air Lines Photo
1. 1959—DOUGLAS DC-8 JET MAINLINER—575-600 M.P.H.
The Douglas DC-8 Jet Mainliner joins United's fleet in September, 1959. Four Pratt & Whitney J-57 or J-75 engines, each of which has a take-off power thrust of 13,000 to 15,900 pounds, easily lift the 125-ton DC-8 from the runway and produce a cruising speed at the rate of a mile every six seconds. This new plane carries from 100 to 140 passengers in pressurized comfort. Its dimensions are: length—150 feet, 6 inches (30 feet longer than the total distance flown by the Wright Brothers on their historic flight in 1903); height—42 feet, 4 inches; wing span—142 feet, 5 inches. The insert picture shows the first-class lounge.

In Memoriam

RUPA members who have Flown West

Mike Perry 1941 - 2021



Michael A. Perry, of Rye Brook, N.Y., formerly of Trafford, passed away Wednesday, Jan. 13, 2021, at Greenwich Hospital, in Greenwich, Conn.

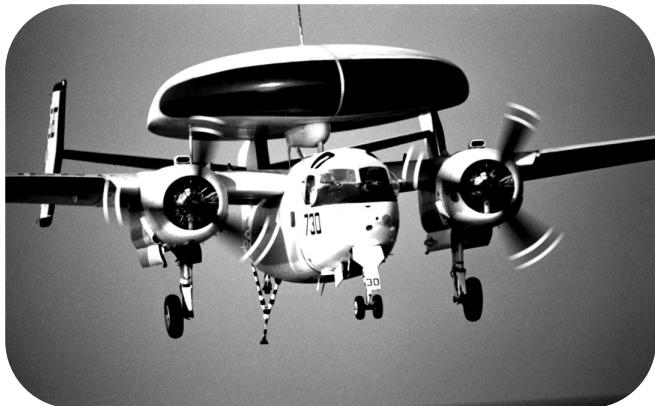
Michael was born the son of Anthony and Esther Perry, May 14, 1941. He is survived by his wife,

Suzanne, his daughter, Michelle Falcone and her husband, Michael, his nephew, Nick Perri and his wife, Melissa, their daughter, Nico, and son, Luca, his cousin and business associate, Andy Lella, and his siblings, Ross, Natalie and Rebecca.

His passing is mourned by his many relatives and friends who knew him. Due to Covid restrictions in New York, there are no funeral or memorial arrangements to be announced at this time.

Michael was a 1959 graduate of Trafford High School and a 1962 graduate with a Bachelor of Science degree in secondary education from California State College, where he was the leading receiver on the Vulcans football team.

He immediately enlisted in the Navy, attending pre-flight training at Pensacola, Fla., where he was also the leading receiver for the Pensacola Goshawks football team. He then had his flight training at Corpus Christi Naval Air Station, in Texas. He became a Naval aviator, with over 200 carrier landings.



He continued his flying career with United Airlines, becoming a captain flying 747s to Asia until his mandatory retirement at age 60 in 2001. During his career with United, he also became interested in financial and estate planning. This led to him co-founding and becoming managing partner of Opus Private Client, LLC and Opus Advisory Group, LLC, financial planning platforms for entrepreneurs and corporate executives.

He was an active member of the American Society of Pension Professionals and Actuaries and the Estate Planning Council of Westchester County. He co-founded the Opus Foundation, which contributed hundreds of thousands of dollars to aid children in need. He served on several boards of directors, including the American Red Cross and the United Way, the Foundation for California University of PA, the Presidential Advisors for Cal U, the National Football Foundation, and the College Football Hall of Fame.

Michael was an avid golfer as well as a reader of both fiction and non-fiction, especially military history.

Michael was a beloved husband, father, sibling and friend to all who knew him. Rest in well-deserved peace, Michael. For those interested, Michael was on the board of the Westchester Chapter of the National Football Foundation for more than 35 years. That charity provides scholarships to student athletes in need. If you care to donate in Michael's name, please search <https://footballfoundation.secure.force.com/donate>, then click on "unrestricted gift," then "donation in honor/memory of Michael A. Perry".



In Memoriam

RUPA members who have Flown West

Jerry F. Thuotte 1940 - 2021

Click here for a personal tribute to Captain Thuotte on Page 6 of this issue penned by RUPA Vice President Don "Wolfman" Wolfe.

Wesley "Wes" Ronning 1939 - 2021



I regret to inform the RUPA members that my husband, Captain Wesley D. (Wes) Ronning passed away February 7th, 2021, after a short hospital stay.

Born in Fargo, ND, on July 19, 1932, his family relocated to

Portland, OR when he was 10. Wes graduated from Benson Polytechnic High School in their aviation program. After a few years in college, Wes enlisted in the Army in 1953, later was accepted into Officer Candidate School and was declared an Officer and a Gentleman on May 18, 1954.

Assigned as an Artillery Officer, Wes really enjoyed firing the big guns. While he loved what he was doing, Wes leapt at the opportunity to go to Flight School, and after flying L-19s volunteered to go to helicopter training, graduating on December 2, 1955. As luck would have it, (and some intelligence gathering on the General's part) General Alva Fitch sat next to Wes in an Officer's Club one evening and asked him to be his pilot. Wesser readily accepted and flew L-19s and H-13s all over Europe, getting to attend high level meetings and social programs in General Fitch's company. Not bad for a boy from Fargo.

While waiting for the General one day at Berlin's Tempelhof Airport a Pan Am DC 6 pulled up and parked next to his chopper. Wes, in his flight suit, was invited into the cockpit where he decided the red leather seats, dress shirts and ties of professional airline pilots were for him.

After leaving the Army, he got a job with Eastern Airlines in the summer of 1959. As many can attest to similar experiences in the early days, he was laid off, hired on with Capitol Airways, was laid off, flew for American Flyers in August of 1960, and finally recalled to Capitol. He relocated to the west coast at the merger and stayed there except to transition to Captain in Chicago. After that, he was mostly domiciled in LAX and SFO. He still had the wanderlust and bumped back to Second Officer, retiring only when the rope start 747 went entirely domestic. He'd done Chicago turns before and on June 1, 1999, became a man of leisure.

Wes was a Free Balloon Pilot, flew L-19s and H-13s in the Army, DC3s, Constellations, DC6s, rated on the DC8. 737, 727, DC10 and 747. He was also an avid skier, (lived in Vail, CO for many years) scuba diver, motorcycle rider, tennis player, camper, water skier and house boater. I was also fascinated by the fact that Wes, really accomplished at almost anything he tried to do, was able to have fun at any level of these endeavors and was a natural trainer. Many of us learned to enjoy the things he loved to do because of his patient instruction. He loved, and excelled at, mentoring.

We started having a series of serious medical adventures, but Wesser kept popping back like the Energizer Bunny. After one such episode, though we'd been hanging out since 1973, we realized we actually weren't married and corrected that in October 2014. At the time we were living in Flagstaff, AZ to be closer to Lake Powell, a favorite playground. We relocated to Tucson in 2018. The medical adventures and the recoveries continued and he was getting stronger and looking forward to the cruise from Venice to Miami we were planning for late October. A week later I was able to hold his hand at the end.

Wes loved life, loved flying and loved to play hard. He was a kind and good man. I can hear the hangar flying now as he joins those who have gone before in the Friendly Skies.

Should you choose, a donation to your favorite charity in his name would be appreciated.



Flown West

Remembering United Pilots who have Flown West

Joseph "Joe" d'Aurora *

November 18, 2019

Edward D Clark (See short-notice service info below)

August 22, 2020

Private broadcast service: 3 March 2021 / 1300 PST

Link <https://www.viewlogies.net/spangler/3vrr9Hslr> Pin = 783-755

Wayne "Leroy" Heyerly *

October 18, 2020

Mark A. Lund *

December, 4, 2020

Michael Perry

January 13, 2021

Wesley "Wes" D Ronning

February 7, 2021

L Wilson "Bill" Slocum

January 22, 2021

Lyman L Walter

February 9, 2021

*denotes RUPA non-member



HIGH FLIGHT

Oh! I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds—and done a hundred things
You have not dreamed of—wheeled and soared and swung
High in the sunlit silence. Hovering there
I've chased the shouting wind along and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace,
Where never lark or even eagle flew.
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr., September 3, 1941

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



RUPA Luncheon Information

RUPANEWS Deadline: 15th of Each Month

Arizona

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

California

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

Colorado

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

Florida

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

Hawaii

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

Illinois

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

Nevada

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

New York

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

Ohio

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

Oregon

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

Texas

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

Washington

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

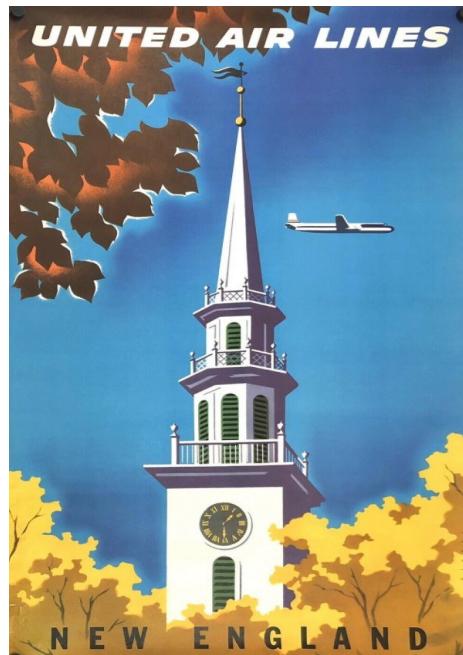
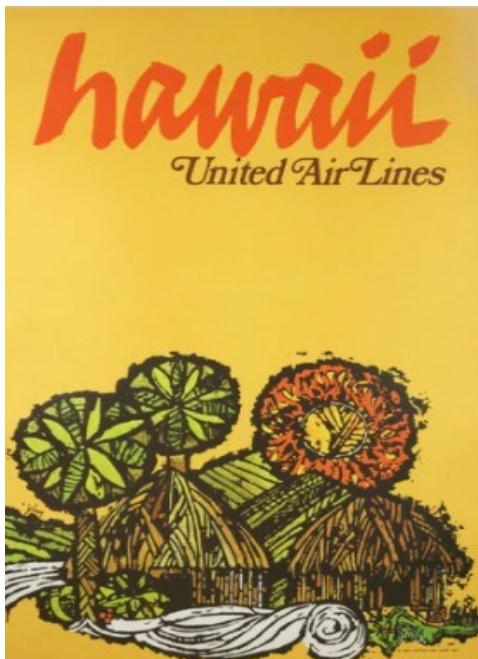
Washington D.C.

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



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 - Mar 2011

rupanews 

Journal of the Retired United Pilots Association



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20 years ago - Mar 2001

RUPANEWS 

Journal of the Retired United Pilots Association

Volume 3 Number 3 (Journal 500) March, 2001



*Nelson Gartman's
Lockheed L-1049 Constellation
1950 - 1961*

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Member Photos

Member-submitted layover and work-related photos



Reflections—Dano Robinson



ICN Ops Jun 2003



"Duck Jet" @ Cube Art Museum, PEK Aug 2008



Annie's Pizza Knotted Tassel - PEK-SFO



SGN Oct 2005

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