

rupanews



Journal of the Retired United Pilots Association



IN THIS ISSUE

Member Photos	Page 2	UAHF Update	Page 28
In This Issue	Page 3	There I Was . . .	Page 30
President's Letter	Page 4	Articles	Page 42
Vice President's Letter	Page 6	Letters	Page 54
Secretary / Tres Letter	Page 8	In Memoriam	Page 57
Garden of Remembrance	Page 9	Flown West	Page 59
From the Editor's Desk	Page 10	Officers-Board-Chairs-Reps	Page 60
Travel Report	Page 12	Luncheon Information	Page 61
Luncheons / Local Reports	Page 16	A Look Back	Page 62
Sun 'n Fun Update	Page 27	Member Photos	Page 63

Member Photos

Member-submitted layover and work-related photos. Send to RUPAEditor@rupa.org by 15th of month.



Capt Ron Rogers - Cannon salute out of OGG with 11 family members on board including son Mark, a UAL-747 F/O at the time. Aug 2015



Jim Barber's Retirement Trip with CDG F/As.
- GVA Nov 1994



L-R: Rich Adams, Rico Morales, Leslie Thomas, Local guide, Scott Gjerman
Summer Palace - PEK 2008



Matt Poleski, Ray Wood, Grace McHargue.
DC10 HNL- ORD 1988



Mark Zenner - SYD 2005



[About the Cover](#) . . . All-nighter Home. UAL 1706, Hilo to LAX. Hawaiian A-330 ahead and 1000' above to LAS. Photo by Dano Robinson - SFO

[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](#) . . . Phases of life story and photos from **WolfMan's** bag of tricks

[Secretary / Treasurer's Letter](#) . . . **John Rains** enlightens us to the two Vermont seasons and some tips to pay your dues..

[From the Editor's Desk](#) . . . Editor George called in sick this month but Gerry Baldwin layout improvements and a new Member Photos section. There are more details in the Editor's report.

[Travel Report](#) . . . Our intrepid traveler, **Pat Palazzolo**, tells us about awesome aviation museums.

[United Airlines Historical Foundation](#) . . . **Marvin Berryman** sends us photos of United's 95th birthday displays set up at the Flight Training Center in Denver. There will be a retiree day sometime in Sept this year.

[Luncheons](#) . . . Luncheons are picking up. . Thank you Luncheon Coordinators!

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

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

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

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

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

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

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

[A Look Back](#) . . . Check out the vintage postcard 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](#) **Upper**: Pandemic victims parked in IAH. by Victor Gutierrez - IAH
.. **Lower L-R**: New orders, Daily ops. by Victor Gutierrez - IAH

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President's Letter

John Gorczyca rupapres@rupa.org



Hello again from the wild, wild west. I am very happy to report again, the occurrences of the COVID 19 virus are subsiding in the United States and we are ecstatic that we are headed in the right direction with this pandemic. Hallelujah! However, a more easily spread coronavirus variant first identified in England last year has now become the dominant strain in the US, the head of the CDC said recently. The variant spread quickly across the United Kingdom and Ireland beginning last fall, with the more infectious version of the coronavirus thwarting restrictions and lockdowns that had earlier helped keep the original strain in check. This new strain, B.1.1.7, is the most common lineage circulating the US according to CDC Director Walensky. The announcement comes as the number of cases, particularly among younger Americans, has been on the rise in the US, fueling fears that the nation may be facing yet another deadly surge.

In an article by PRNewswire from Chicago and dated April 6, 2021: "United Airlines, the only major U.S. airline to own a flight school, will begin accepting applications today as it embarks on an ambitious plan to train 5,000 new pilots by 2030, at least half of them women and people of color. Backed by scholarship commitments from United Airlines and JPMorgan Chase, United Aviate Academy will create opportunities for thousands of students, including women and people of color to pursue a career as a commercial airline pilot, one of the most lucrative careers in the industry.

In addition, for those United Aviate Academy students who may need additional financing, United has partnered with Sallie Mae to offer private student loans to ensure that no highly-qualified, highly-motivated, eligible applicants will be turned away solely because they can't afford to enroll. United Aviate Academy expects to enroll 100 students in 2021.

"Over the next decade, United will train 5,000 pilots who will be guaranteed a job with United, after they complete the requirements of the Aviate program – and our plan is for half of them to be women and people of color," said United CEO **Scott Kirby**. "We're excited that JPMorgan Chase has agreed to support our work to diversify our pilot ranks and create new opportunities for thousands of women and people of color who want to pursue a career in aviation."

As is customary, I would like to welcome new members to RUPA on behalf of myself, the Executive Committee and the entire BOD:

<u>New Member</u>	<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
Capt David W Grabb	SFO	Wan	Boulder, CO
Capt Don "Mac" A McCrary	SFO	Elizabeth	Las Vegas, NV
Capt Jay "JD" Gleitz	DEN	Shari	Longmont, CO
Capt Harold "Harry" H Wachs	SFO	Diane	Los Altos Hills, CA
Capt Richard G Morley	EWR	Martha	Indian Rocks Beach, FL
Capt Lori Parsons	DEN	Frank	Kiowa, CO
Capt Michael "Mike" Zemplachenko	EWR		Cape Canaveral, FL
Capt Willie Lee Daniels II	DEN	Perezza	Castle Pines, CO
Capt Ibrahim "IB" I Garba	SFO	Tameika Jordan-Garba	Boulder City, NV
F/O Robin Lynn Ryan	SFO	Randy	Terrebonne, OR
Capt Philip "Phil" J Adornato	DCA	Tina	Hanover, PA
Capt James "Jim" K Humbles	DCA	Sharon	Belhaven, NC
Capt Edward "Ed" A Sarkisian	EWR	Lorraine	Wyckoff, JJ

Welcome!





For those health enthusiasts, I highly recommend trading in your standard bicycle for an electric bike. My wife and I recently purchased “his and her” electric bikes. We currently reside in a very hilly area and with our standard bikes, it was difficult for us older types to maneuver up any of the surrounding hills. Traveling down the hill was no problem. They don’t call the town we live in, El Dorado Hills for nothing. Anyhow, these electric bikes have given us so much more range and enjoyment during our outings. Our bikes typically can travel up to 60 miles and we get to our destination quicker and in far better shape. In a nutshell, they offer low cost, energy efficient and emission-free transportation which also has physical and health benefits. Give it a spin and I think you will enjoy the wonderful outdoors even more. So, learn to ride a bicycle. You will never regret it if you live. Ha ha.

United has announced they are adding more domestic routes and upping international flying as US customers book more flights following a year-long global health crisis. They will add 26 new non-stop routes between several Midwest cities including Cleveland, Cincinnati

and Milwaukee and popular summer holiday destinations such as Hilton Head, Portland (Maine), Pensacola and Savannah. United will resume 20 other domestic routes it suspended last year, bringing its domestic schedule to about 58% of the May 2019 levels. Internationally, in May, United will fly more than 100% of its pre-pandemic schedule to Latin America and operate 46% of its total international schedule.

CEO, **Scott Kirby**, said United was on track to stop burning cash by the end of March. United was burning about \$40 million in cash daily, though it slowed its outflows to about \$19 million daily in the final 3 months of 2020.

In accordance with the RUPA Bylaws, the names of potential officers of RUPA will be submitted to the Board of Directors and voted on in the July and August time frame. All nominees must indicate a willingness to serve or must have volunteered to serve. After the vote, the new officers will serve a term of two years commencing September 1st. Please let me know if you are interested in serving as an officer of RUPA and I will submit your name to the BOD for the vote of our new officers.

Standby for a Zoom call to all the Area Reps soon. The purpose of the call is more of discussion session than an informational meeting. So, stay tuned for the details of the call. Further, we are looking for an area rep for the Phoenix area. Please let me know if you may be interested or know of an individual who may want to step up to the challenge.

In my opinion, we are now in the finest time of the year. The weather is improving, outdoor activities are abound, we have increased daylight hours, the leaves and flowers are coming alive, private flying begins to take off, our moods improve, we begin to make plans for traveling and entertainment, etc. I hope you are experiencing these same thoughts as I always say, you need to have something to look forward to in life.

Please let me know if there is anything I can do for any of you. Again I would like to emphasize our Executive Committee and BOD are here for you. Enjoy this spring time and take care my fellow RUPAarians.

Still Flying High,
John Gorczyca

Vice President's Letter

Don Wolfe rupavp@rupa.org

“Mount Up, LET’S RIDE!”



Remember the Dustin Hoffman movie “Little Big Man”? In this movie Jack Crabb, looks back from extreme old age and tells of his life of being raised by Native Americans and fighting with General Custer. Throughout the movie, Jack discusses his various phases of life.

Like you, I’ve had numerous phases in my life. Mine include, Fighter Pilot Phase, Airline Phase, Cowboy Phase, Biker Phase, Retirement Phase, etc. Two of my favorite phases were the Cowboy Phase and Biker Phase. These phases were used to explore the beauty of the California’s parks, forests and remote country roads. Almost every week Lori and I would load up the horses, loyal pup Shadow, and head off to a state park for a day full of riding. There’s nothing that will clear up a case of jetlag faster than riding a horse through the wilderness and a picnic with a loved one miles from nowhere.

When I lived in the Napa Valley I had a small motorcycle collection in the garage. UA **Nick Hinch** reflected upon our adventures in the Sierras during a previous RUPA News article. The annual “Wide Glide Freedom Ride” with Nick’s sense of humor made those trips some of my favorite. UA’s **George Cline, Gary Sloman** and I routinely mounted up for a day of “twisties” on some of the most beautiful backroads on planet earth. I could write a book about our adventures and attempts to make it to Tahoe with George piloting his not so trusty Brit Triumph. That bike made it to from Napa to Jackson, CA. at least 3 times before shutting down our Tahoe excursion well short of destination. Our 3rd and last visit to the bike shop in Jackson required a case of beer and pizza to keep the mechanics working after 5 PM. Finally, the triumphant shop owner presented a fully operational, leak free Triumph and said; “Next year, call me and let me know when you guys plan to ride to Tahoe. We will be taking the day off!”

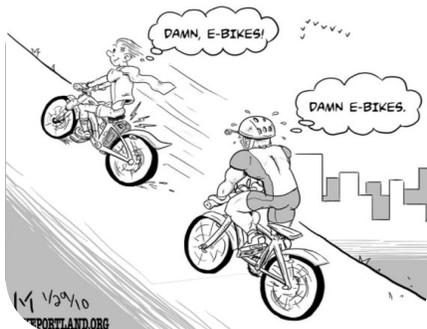


The budget for the horse phase was like operating a turboprop and the bike phase ended during airplane negotiations with my ER nurse wife. “Sure, you can have that aerobatic plane as long as you wear a chute and get rid of those bikes.” That discussion brings me to the whole point of this article: I missed being out there exploring California on those horses and motorcycles. The solution arrived under the Christmas tree last year when **Lori** bought herself a mountain E-Bike. Hmmmm, what’s that all about? It wouldn’t be long before there was a **Wolfman** demo ride and a “hers and his” on the bike rack of the Subaru.

Editor's note.

It's all about punctuation.

Editor GeorgeE





We are back out there enjoying those State parks and remote back woods trails again. The E-bikes allow us to get some exercise, (yes, you still need to pedal) smell some fresh air and enjoy miles and miles of scenery. We load up the bikes, put lunch in a backpack and head off for a full day of riding and “getting the mind right”. When we get home, there’s no washing down the horses, putting away the tack, feeding, mucking out stalls, horse shoes, vet bills, etc. Nope, ya just plug em in and they’re ready to go again in a few hours.

It seems that our R.U.P.A. President Captain **John** and wife **Sharon** have entered their “E-bike phase” as well. Good on em! Maybe we’ll see them out there some time and have an

“executive meeting” under a Sequoia tree. Why not take a demo ride and see if an “E-bike” phase is in your future? I caution you though, they aren’t cheap but they are worth the money. You will ride longer, farther and higher up that hill than you’ve ever gone before.

In closing I’ll give you something to consider. Have you ever noticed that those \$ numbers on your bank statement are just like ESOP stock? The \$ numbers mean nothing until you turn them in to cash and buy a toy or an experience. Why not do both by clearing out your “Covid Crazies” with a new E-Bike? Get out there and experience the countryside with your significant other and friends on your new freedom machine. You’ll be “shocked” to see how much fun it is. (Did I say that?)

That’s it from Center Seat Coach!

Wm



Secretary / Treasurer's Letter

John Rains rupasectr@rupa.org



Did you know there are two seasons in Vermont?

1. Winter
2. Getting ready for winter.

It's 74F today and I'm building a firewood rack to go along the side of the house matching the firewood rack I built last year. Holds about 70% of a cord. My buddy Jim Bradley, age 84, true Vermonter, does some 200 cord of wood a year and brought me 2 cord. I don't quite have room for two cord. But this year we went through 2 cord and a bit of my neighbor's. (Another story!),

Having just turned 80 I decided that the responsible thing to do was to find someone to "stack" the wood. Jim had a neighbor with a 14 year old boy, strapping strong, who said he'd do it. We agreed on \$20/hour. (remember we're in Vermont. Bernie country!)

Now, you guys would take the time to size up the guy, account for his age, question his previous experience, explain your personal standards, and then, supervise his performance. Damn, I dropped the ball! Shoulda coulda, damn! So now I have to build a new rack and restack the wood. Probably, at my age, it's good upper body work and the fires and wine drinking starting next November will be enhanced with fine Vermont hard wood fires.

I'm pleased so far with my efforts. The rack is square, level, and waiting for the roof. I am smart enough to know that hefting a 2X10 sheet of 3/4 " pressure treated plywood up to the top of my nifty project is, at best, optimistic. I have the emails/phone calls out for help. Time will tell and I don't seriously need this done in the next 6 months. I'd just like to get the wood pile on the rack. That I can do!

How does this matter to you? If I'm going to the post office, checking the mail, bringing it home, opening the envelope, checking the address, entering it in the database along with the dues payment, going online to BofA with my phone and doing the "mobile deposit". It's a hassle. Whew!

OR: YOU go to rupa.org, pay your dues online, sign up for recurring payments, and then I can take care of all of it. We have over 890 pilots who have chosen to do it this way. THANK YOU.

Oh, by the way, when all this Pandemic madness is over and we can all go travel again Margie and I are heading back to Panzano in Chianti where our friends are. While there I can manage the finances and dues and memberships and Flown West announcements that come to me predominantly by email. If you send me a letter it will have to wait. NOT GOOD! Just sayin'

Pay your dues online by clicking [here](#) .



Garden of Reflection

As we approach the 20th anniversary of 9/11, the non-profit 9-11 Memorial Garden of Reflection organization in Bucks County, PA has set its sights on completing its endowment fund of \$2 million dollars. You can help!

Ellen Saracini, widow of Captain Saracini and Chairwoman of the campaign, has promised a memorial plaque to RUPA when the RUPA membership has contributed \$2,500. Current donations are \$2,000.

If donations exceed \$5000, we will get a bigger plaque. As pilots, we all know, bigger is better.

Note: Make donations directly to the Foundation. See banner below!

Joe Claffey, RUPA member



[The Garden of Reflection](#)
The Official Pennsylvania Memorial to the Victims of the 9/11 terrorist **attacks**
Click for more [information](#) or [donations](#) (Website: 9-11memorialgarden.org)

From the Editor's Desk

George Cox rupaeditor@rupa.org



This month marks my one-year anniversary as your editor. I had great training from Cleve Spring and then tweaked things with a bit of my own style. Thanks to all the folks who provide their regular inputs to fill the pages.

You've probably seen in past issues I tend to include information how to identify some scam, spam and phishing schemes.

In light of my anniversary, I am calling in sick and letting Gerry Baldwin explain how he stops some of his email spam. See you next month.

Editor GeorgeE

Microsoft Outlook 365 for Windows

Gerry Baldwin

Note: This series of articles applies to Outlook for Windows, only. Outlook 365 for MAC has similar utilities, another matter for another day.

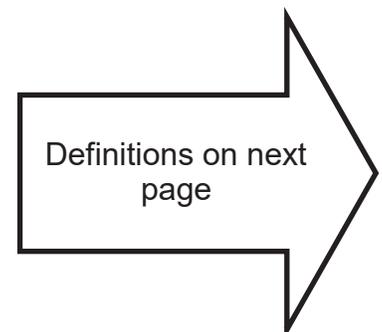
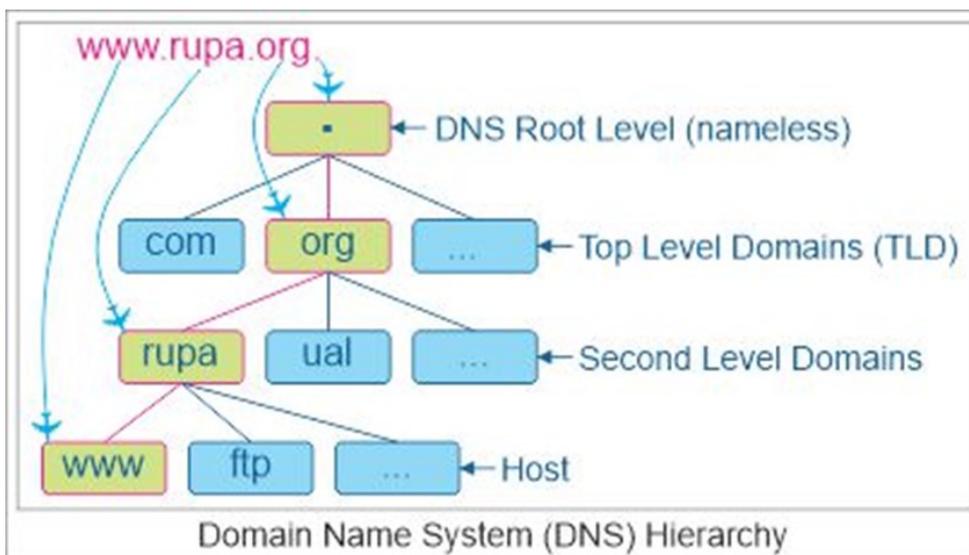
Outlook uses [Microsoft's SQL server](#) as its engine. A commercial version of MS SQL sells for tens of thousands of dollars. It is very robust.

It employs several screening filters to evaluate and deal with incoming messages. Most of those filters are very permissive by default. A user must change them for greater effectiveness. For more on this, click [here](#).

To help get started, see: <https://www.laptopmag.com/articles/block-unwanted-e-mail-outlook>; it illustrates ways to block one or many e-mail senders.

Domains (and What to Do About Them)

Computer geeks throw around terms as though everybody knows the vernacular. One such term is "domains," top-level domains; sub-domains; hosts; etc. A picture is worth a thousand words:

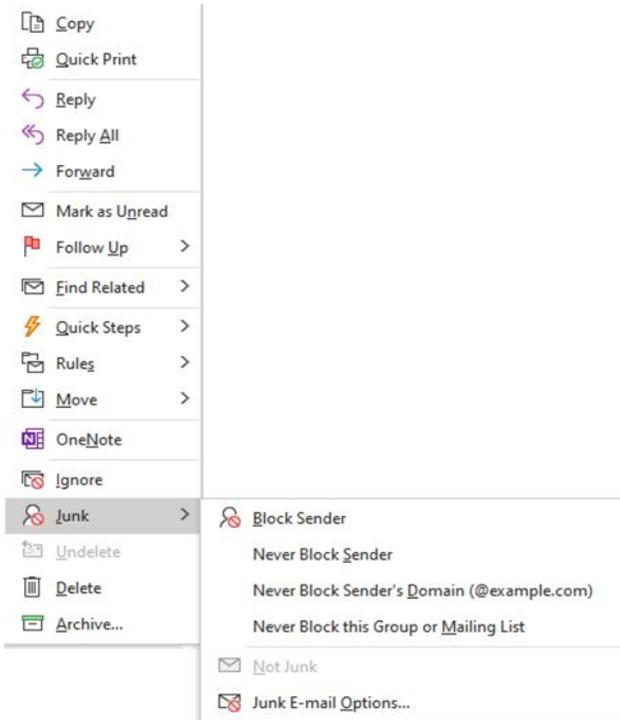


Correction. April 2021 issue pg 47. Inadvertently spelled Garry Clark's name on the Flown West page as "Gary". The eRUPANews version has been corrected. <https://www.rupa.org/PDFS/2021/04-2021.pdf#page=47>

International Top-Level Domains

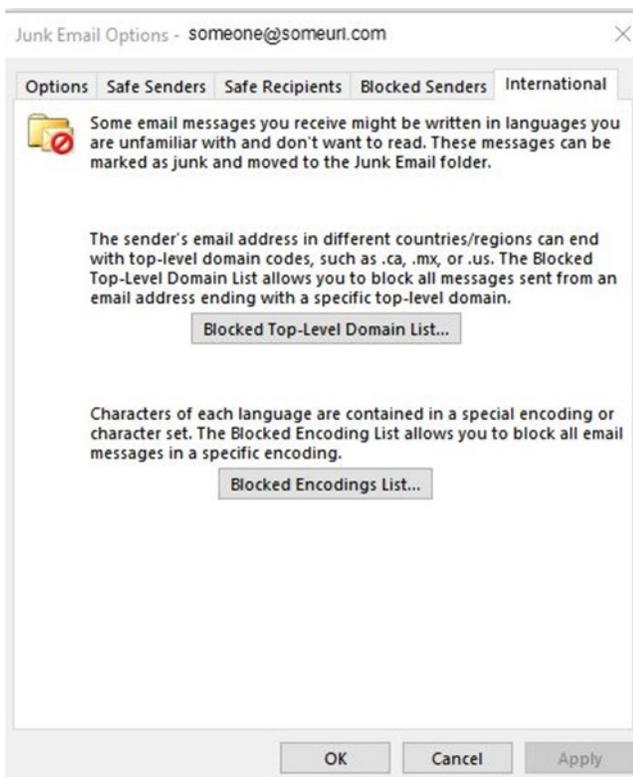
Do we really want to get e-mail from Afghanistan (AF), Russia (RU), Rwanda (RW), etc. I think not. Outlook allows one to block any or all international top-level domains:

1. Right-click any e-mail header to see:

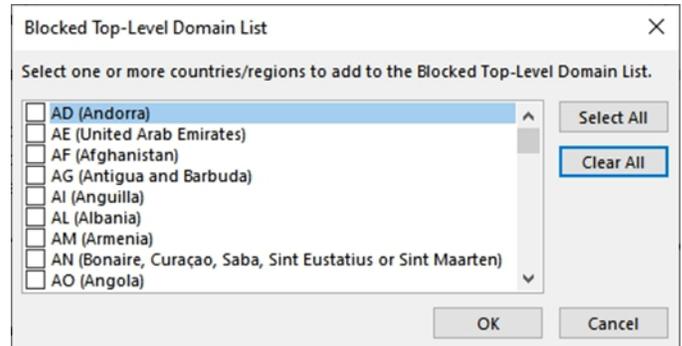


2. Mouse over "Junk" and click "Junk E-mail Options..."

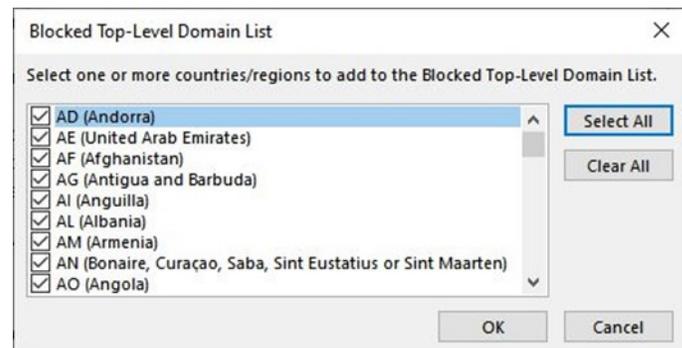
3. On the dialog box, click "International"



4. Click "Blocked Top-Level Domain List..." to see:



5. Click "Select All" to yield::



6. Scroll through the list and uncheck any you may wish to see in your Inbox; then click OK.

Subsequently, all e-mail messages from checked Top-Level Domains will be blocked

DEFINITIONS

Click to link to definition

[Microsoft's SQL server](#)

[Server](#)

[Host](#)

[Domain name](#)

[DNS \(Domain Name System\)](#)

[Sub Domain](#)

[Top Level Domain \(TLD\)](#)

[Second Level Domains](#)

[www \(World Wide Web\)](#)

RUPA Pass Travel Report

Retiree Travel information

May 2021

Captain Pat Palazzolo
rupapasstravel@rupa.org



Boeing Museum of Flight

(Some of the) Best Air Museums in the USA — and the world

Hello fellow aviators,



For those looking to travel but locked out of almost every country, try some of America's best air museums, as well as some of the best overseas — and they're all on United's route map!

While there are literally dozens of air museums in the country, I've limited this selection to those among the best and located in cities that are tourist friendly with lots of great restaurants and other places to visit.

For all these museums, please go to their web sites to learn about purchasing tickets (if any), hours, directions and Covid related information. Museum names and photos have the links.

Boeing Museum of Flight Located at Boeing Field in Seattle with historic aircraft both inside and out. Included in the huge list of exhibits is United Airlines Boeing 727 #1, the first one off the assembly line painted in the original United colors from 1963. And there are not just airliners but a wide assortment of military and civilian aircraft many that you may not have known even existed.

After spending the day at the museum, I can promise you that you won't starve in Seattle. It has some of the best and varied food on the west coast.

[Smithsonian Air and Space Museum on the Mall](#), Washington, DC



[Smithsonian Air and Space Museum on the Mall](#)

This is the premier Air and Space Museum in the United States. Plan on spending all day here. And then save a day or two to enjoy the rest of Washington DC.

The National Air and Space Museum has hundreds of original, historic artifacts on display, including the 1903 Wright Flyer; the Spirit of St. Louis; X-15, Virgin's SpaceShip One, the Apollo 11 command module Columbia; and a Lunar rock sample that visitors can touch and literally hundreds more. You'll actually need two days because down the road is the other half!

Located at Dulles Airport is it's sister museum, [The National Air and Space Museum Steven F. Udvar-Hazy Center](#) in Chantilly, VA

If it's big, it's probably here. The Boeing 747, Concorde, SR-71 Blackbird, as well as countless other aircraft from a Blue Angels F/A-18C, and a Martin Mars flying boat to various military aircraft spanning the decades.



[The National Air and Space Museum Steven F. Udvar-Hazy Center](#)

[Pima Air Museum](#), Tucson, AZ

Spring is a great time to enjoy both this museum and Tucson before it gets too hot.

A senior discount gets you in to the largest air and space museum without U.S. government funding, it offers 80 acres with more than 350 historic aircraft. Find 150 aircraft indoors in hangars and the remainder outside. countless aircraft. At night there are some of the best Southwestern restaurants around.



[Pima Air Museum](#)

National Naval Aviation Museum, NAS Pensacola, FL

Over 150 beautifully restored aircraft representing Navy, Marine Corps and Coast Guard aviation. From the humble Cessna O-1 Bird Dog to the fastest fighters in the Navy's fleet. Pensacola is home to the Blue Angels, so if you're a Blue Angels aficionado, you'll definitely get your fill here. Enjoy the flight simulators, catch the amazing Giant Screen Digital Theater and enjoy a tasty lunch in the authentic Cubi Bar Cafe.



National Naval Aviation Museum

Others worth visiting:



The USS Midway Museum

The USS Midway Museum is an historic naval aircraft carrier museum located in downtown San Diego at the Navy Pier. The museum consists of the aircraft carrier Midway. The ship houses an extensive collection of aircraft.

National Museum of the USAF, Wright Patterson AFB near Dayton, OH

This is the largest military aviation museum in the world, with more than 360 aircraft and missiles on display attracting over a million visitors a year.



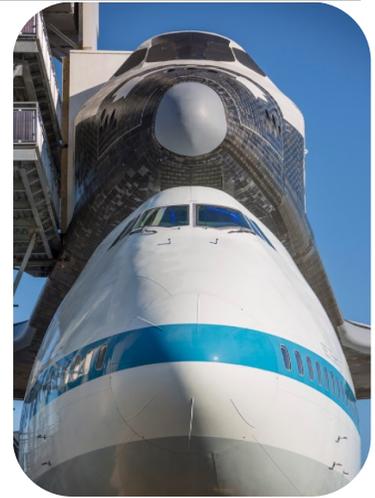
National Museum of the USAF



U.S. Space and Rocket Center

U.S. Space and Rocket Center, Huntsville, AL
Sometimes billed as "Earth's largest space museum." If you like rockets and space flight, this is the place for you. Dozens of rockets on display outdoors including a full scale mock up of a Saturn V with actual space capsules on display indoors.

Space Center Houston The official museum of the Johnson Space Center. As soon as you drive up you're staring at a huge NASA 747 with a full scale mockup of a Space Shuttle riding piggy back. Of the three remaining Saturn V rockets on display in the US, only the one here at JSC is made up of segments intended for flight.



Space Center Houston

California Science Center in Los Angeles (Open) located next to the USC campus, It houses the Shuttle Endeavor.



A/A Museum

American Airlines C.R. Smith Museum at DFW. Learn about the history of the airline. Walk through a 1940 Douglas DC-3, the first airliner American Airlines used for passenger travel.

See all the flight attendant uniforms from the beginning. And the working cockpit simulator that you can climb into is another must.



Delta Museum of Flight

Delta Museum of Flight, Hartsfield-Jackson Atlanta International Airport. The museum is housed in two 1940s Delta hangars at Delta's headquarters, designated a Historic Aerospace Site in 2011. Its mission is to allow visitors from around the world "to explore aviation history. Several historic aircraft are housed in these hangars and over 40 airlines in Delta's family tree can be found in the museum's collections and exhibitions.¹ The museum is a nonprofit organization and relies on volunteers, corporate sponsors, donations, event rentals and merchandise sales.

Some of the best Air Museums around the world:

Canada Aviation and Space Museum, Ottawa, Canada. Home to more than 130 aircraft from around the world.



Canada Avia & Space Museum



Museum of Air and Space

Museum of Air and Space, Le Bourget, France, covers 1.6 million square feet and contains 19,595 exhibits -- some of which date to the 16th century.

Imperial War Museum Duxford, Duxford, UK

Once a British Royal Air Force station, the museum at Duxford is particularly noteworthy for its world-leading collection of WWII planes.

The thing that makes this place is its atmosphere; an original WWI and WWII military airfield that is now a living museum. Spitfires, Me 109s, B-17s and P-51 aircraft can regularly be seen flying here (and not just during air display days) helps make this place the ultimate air museum.

Cheers,

Pat



IWM Duxford

Luncheons / Local Reports

Check the Luncheon Information page for your area

Big Island Stargazers—May 2021

Spring break has arrived on the Big Island and we have noticed a definite uptick in the arrival of tourists. Our beaches, parks, restaurants and retail stores are open for business. Hawaii Island has entered into Phase 2 of the state's vaccination plan and persons 16 years of age and older now are eligible to receive a vaccine.

Most of our members are fully vaccinated and we plan to hold our first luncheon of 2021 on April 15th. We look forward to renewing the camaraderie of our group and catching up with everyone's news.

Meanwhile, on the next page is a photo of one of Kona's famous sunsets and a look back in time at our smiling faces in March, 2016. Stay safe.

A hui hou...

Linda Morley-Wells

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



L-R: Lauren & Bill Cochran, David Carlson, Dick Slinn, guest Ron Hansen (then owner of Mokulele Airlines), Joan & Gerry Baldwin, Linda Morley-Wells & Walt Wells.



Kona Sunset

LAS RUPA Members



Contact **Jack Donahue** if you are interested in starting monthly events in June.

The restaurant is BJ Brewhouse across from the Red Rock Casino (215 & W Charleston) in Las Vegas.

Once we set a day we will start luncheons.

Thank You... *Jack Donahue*

JLDONAHUE@ALUMNI.ND.EDU
702-521-3135 Cell

The longest drum roll solo was 10 hours and 26 minutes performed by the child sitting behind me on United flight 888 from PEK to SFO.



Cleveland Crazies Group

Hi All,

TJ's restaurant in Wooster is still open only for evening hours with no plans to re-open for lunch any time soon. So, our RUPA Luncheon this month (04/15/21) was CANCELLED again. If they are still closed in May, I will find us another restaurant for our third Thursday luncheon.

We have a restaurant here in Hudson that has a room we can use that will handle 20 people. We would have to give them an early head count so they could set it up for us. I will also look for other possibilities for our May meeting.

Let me know what you think of this idea for May, if we need it!

Cheers,

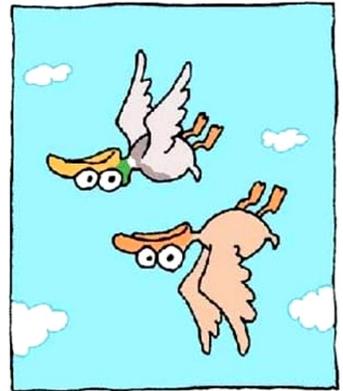
Phil

Editor's note. Speaking of Crazies, Phil said he got a new GPS, but a special edition

I got myself a seniors' GPS. Not only does it tell me how to get to my destination, it tells me why I wanted to go there.



You Think Being A PILOT IS EASY?



© Jim Beaton.com

Dana Point—Practice Luncheon

Three of the Dana Point group had a practice luncheon as a prelude to our April 13 Grand Reopening. Here is **Rusty Aimer's** report. *Rico*

San Clemente RUPA mini luncheon on 03/24/2021.

Other than solving the world's problems, we talked about War Birds.

Gary Pacheco had a Fouga Jet and **Brian Kenney** flies a T-28 for the [PSP Museum](#).

Me, still flying the "mighty" Phenom Jet, making airplane noises and pretending it is a 747!

BTW, all three of us have had our second shots, but still wear the mask, we took off for the selfie."

Rusty



L-R: Gary Pacheco, Brian Kenney, Ross Aimer.



Fouga Jet

Palm Springs Air Museum's T-28



Phenom 100
Ross Aimer and Brian Kennedy with their boss, Arlene.



Dana Point—Grand Reopening Luncheon

Fourteen RUPArians attended the Grand opening of the Dana Point group Here is **Rusty Aimer's** report. *Rico*

The Dana Point, CA RUPA group, deifying COVID and the harsh weather (65F and party cloudy) gathered together for our first official post-Apocalypse luncheon at the Harbor Wind and Sea Restaurant.

Our new leader and recently retired 787 Captain **Rico Santamaria** did all the legwork to gather the 14 members together, but did not stay for lunch?

Rico being just under 65, was the only attendee who only had his first Vaccine and didn't feel appropriate to endanger the rest of us fully vaccinated old farts.

Or perhaps he was worried I was going to ask him to pay for my lunch? (*Wine Burger, at \$365.00, without the pilot discount!)

Picture of the menu included.

Just kidding, my PBGC check and my daily rate as a Phenom Contract Pilot wouldn't cover that. So, like a real airline pilot, I ordered some bread and butter, washing it down with a glass of water.

We raised those glasses to the memory of a few fallen comrades who have recently flown West. Captains **Dave Landry, Ken McGreevy, Dick Russell** and **Max Tucker** were remembered for their friendship, contributions to the profession and United Airlines, LAXFO.

As usual, we told stories and lied about the times we singlehandedly saved those jetliners from an imminent crash!

Best regards,

Rusty



CW from the left: Laurie Parsons, Ross Aimer, Joe Udovch, Bill Rollins, Bob Fuhrmann, Brian Kenney, Rico Santamaria, John Arp, Cheryl Arp, Bill Stewart, Denny Giese, Jim Grosswiler, Bill Lucius, Roger Parsons and the umbrella pole.

VEGETABLE CASSEROLE Steamed Peppers, Mushrooms, Squash, Broccoli, and Celery over Rice Pilaf or White Rice topped with Salsa, Jack and Cheddar Cheese 19

DESIGNER COMBO* Design your own combination of any menu items. Ask your server for details

SANDWICHES

Lettuce, Tomato, Red Onion, Mayo & French Fries
 "Low Carb" Style Available (Wrapped In Lettuce)

CHEESEBURGER* ½ lb. Ground Chuck, Vegetarian, or Turkey, American Cheese, 1000 Island, Pickles 18

LONELY BURGER* Our low carb special: Wind & Sea's Famous Cheeseburger with everything but the bun, no sides with this item 15

CHAMPAGNE BURGER* Wind & Sea's Famous Cheeseburger with a bottle of Dom Perignon 299

WINE BURGER* Wind & Sea's Famous Cheeseburger with a bottle of Opus One 365

ALBACORE SANDWICH* Charbroiled, Tartar Sauce 19

HAWAIIAN CHICKEN SANDWICH* Teriyaki Glazed Breast, Swiss, Grilled Pineapple 15

STEAK SANDWICH* Top Sirloin, French Roll 25

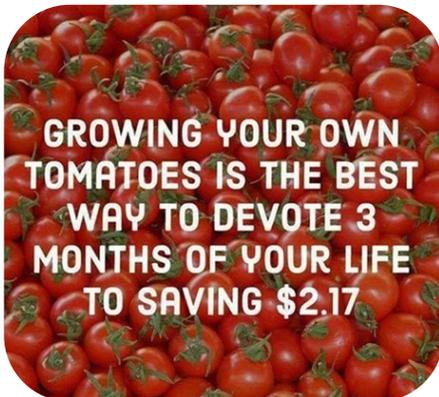
GRILLED CHICKEN CLUB Bacon, Jack Cheese, Grilled Sourdough 17

TUNA SALAD SANDWICH Solid White Albacore Tuna Salad, Wheat Bread 14

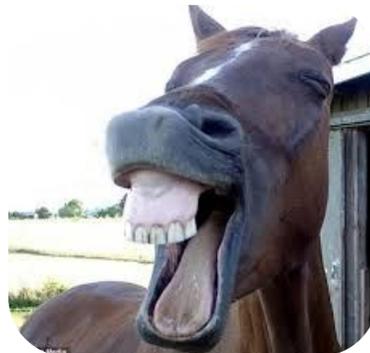
OVEN-ROASTED TURKEY SANDWICH Avocado, Swiss, Alfalfa Sprouts, Wheat Bread 14

*CONSUMING RAW OR UNDER COOKED MEATS, POULTRY, SEAFOOD, SHELLFISH OR EGGS MAY INCREASE YOUR RISK OF FOODBORNE ILLNESS, ESPECIALLY IF YOU HAVE CERTAIN MEDICAL CONDITIONS.
 SALES TAX WILL BE ADDED TO ALL FOOD AND BEVERAGES. WE ACCEPT MASTERCARD-VISA-DISCOVER
 ...GET OR STOLEN ITEMS.

Wine Burger - \$365.00
 Champagne Burger - Only \$299.00



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SFO North Bay RUPA Group

The North Bay gang met once more via Zoom, set up by our resident Zoom expert **Dick Lammerding**. With the slowly improving bug situation we are hoping to get back to a more “normal” get together, soon, at some local watering hole.

Our favorite, the Sheraton Tolay in Petaluma, is still closed, but, may be able to open soonest. We are hopeful. Stay Tuned.



Attending L-R:

Top Row - Barney Hagen, Dick Lammerding, Bob Donegan, Dan Barga.

Middle Row - Ed Daley, Jules Lepkowsky, Bob Billings, Bill McGuire.

Bottom Row - Gardner Bride, Larry Whyman, Rick Saber, Galen Wagner

Not pictured - John and Carol Reed.

Per Ardua,

Barney



Florida Treasure Coast Sunbirds



Well, it's getting to be that time of year where some of our regular attendees are starting to leave SE FL and return to their Summer 'hangouts' up North.

Good Bye **John Pinter** - Good Bye **Denny Keast**.....to name a couple.....we'll miss you but will looking forward to your return later in the year. We had an absolutely Super-Perfect day for our Luncheon at

Shrimper's yesterday - we couldn't have designed it ourselves any better. Temps in the mid-80's, a very lite breeze and 'not a cloud in the sky' - as 'they' say (whoever in the heck 'they' are).



L-R: Jerry Hughes, Duff Daily, Dick Baese, Andy Lambert, Bob Langevin, Joe Piazza and Ted Osinski.

Seven (7) members attended and we were served some terrific food (all plates were empty at the finish) by **Ashleigh**, our server. Some of our regular attendees (such as **Dave Damon**, **Jack Boisseau**, **Buck Buchanan** - to name a few) were among the missing due to Dr. appointments, travels or being very careful because of COVID. Hopefully, they will be returning to our Luncheons real soon.

As you can imagine, with the many different personalities and backgrounds that we had at the table....a wide variety of conversations took place....all of which were either interesting, informative, funny or hard to believe - to say the least. However, considering the fact that we were all involved in Aviation...we didn't hear about anything that wasn't a bit 'extreme'. Maybe - details will follow (and maybe they won't) and 'Film at 11'!!!!

Anyway, that's about it for now. Our May Luncheon will be on Tuesday, the 11th at Shrimper's in Stuart, FL at 11:30 AM - so if you should happen to be in the area, stop by - we'd love to have you. Meanwhile, take care and don't forget to watch the NFL Draft starting on Thursday night, April 29th. Go DOLPHINS!!! 🤝🏈

Until next Month, Cheers and Best Regards,

Bob Langevin

May, 2021 RUPANEWS



Ham Wilson Gold Coast Group

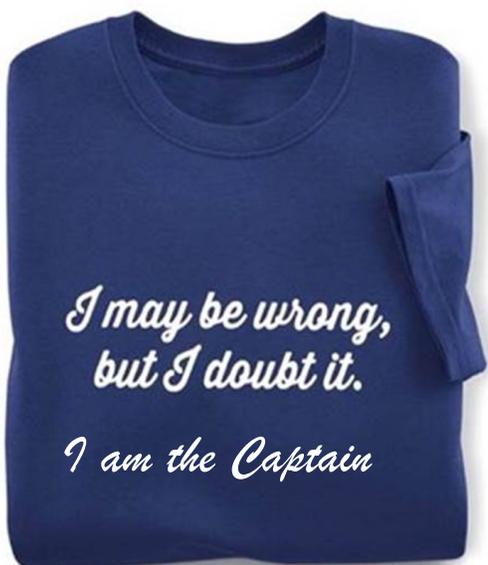
It was a great lunch and so good to see **Bob Engleman** and **Dan Kurt** come back to the lunches and hope that they'll be joined by others in the future.

Our May lunch will be the second Thursday which will be May 13.

Jim Morehead



L-R: Jim Morehead, Bob Beavis, Mark Strasfeld, Dan Kurt, Gene Anderson.



L-R: Bob Engelman, Bob Senderoff, and Lyn Wordell.

Monterey Peninsula Lunch Bunch - Apr 2021

It was a little bit dejavu and nostalgia on April 14th when we had our first inside dining since the Covid restrictions over a year ago. I started our first RUPA lunch at the Golden "T" Restaurant at Monterey Airport on September 22, 2008! Eleven area UAL pilots joined us and of those eleven three of us were in attendance today. The original group were pilots **John (Jack) Emerson, Jim Coombes, Dave Mackie, Robert Gifford, Deryl Moses, Jerry Quitney, Milt Jines, Jon Rowbottom, Phyllis Cleveland,** and **Carlos Quintana** and his wife **Judy**, a retired UAL Flight Attendant. **Jack, Jim, Dave, Robert,** and **Milt** have since flown west.

The Golden "T" has sold twice since 2008 and now is called "Woody's" and has been completely remodeled but the beautiful Monterey Bay views haven't changed. We were their first inside restaurant group after the remodel. Those who joined us today were **Jon and Jane Rowbottom, Jeff and Sue Mundle, Linda Mackie, Diane Emerson, Carlos Quintana, Wayne Aleshire,** and me. **Judy Quintana** was on the sick list, one was on a vacation, and several others were "no shows", sorry they missed our official reunion! Everyone agreed they liked Woody's and want to return to our old schedule of the second Wednesday of each month.

Other conversations included homeowner fire insurance, medical insurance, and catching up with everyone's lives! **Jeff and Sue** have bought a 180 HP Cessna Cardinal! Jeff retires soon and they are expecting their first grandchild!

Our next luncheon will be May 12th at Woody's at 11:30 a.m. – RSVPs are critical by the Monday before! PLEASE be sure to RSVP to me!

Glad to be back at MRY!!!

Phyllis Cleveland



L-R: Wayne Aleshire, Carlos Quintana, Diane Emerson, Linda Mackie, Phyllis Cleveland, Jon Rowbottom, Jane Rowbottom, Sue Mundle, and Jeff Mundle.

North San Diego Group

The SAN group met @ Michelle's restaurant at Paloma Airport in North County San Diego. Michelle worked for UAL as a Flight Attendant but now owns "The Landings" where we meet. The Paloma Airport is located near a busy area of high tech businesses so we get watch the occasional Gulfstream land and a variety of other business jets. Popular place for the business jet because of Lajolla and a few other beach cities here in North County San Diego.

Just like everyone else it was the first time in quite a while since we have met. Lots of stories and adventures to talk about but mainly restricted to going out to a restaurant or small business to support the local economy.

I forgot to take group pictures but the attendees were: **Scott Herman, Scott Becker, Brad + Rhoda Green** and my wife **Susan** and myself. Small group as usual but large enough to share stories of **Brad + Rhoda** taking walks on the beach, **Scott Becker** and me going to our Model Train Club and various camping trips out in the desert.

Great temperature for camping in the desert because of the cool temperatures. Death Valley gets up to 130' in the summer!!! Too hot for me and my wife for our 5th wheel.

A few years back I asked one of the Rangers at the Visitor Center what they do in the summer when the Park closes due to High Temperatures and he told me Death Valley is booked all year round. It turns out Folks from Europe like to tell the story at the local Cocktail Party back home about the "Hot" temperatures. Not me!!! Why not put some sand in the bottom of their oven back home, crank it up to 130' and put their head in until developing and good sweat. Lot cheaper than going to Death Valley.

Great to get together with our fellow RUPA friends here in San Diego.

If you're ever in the area stop on by for lunch.

Until next month.

Later,

Mark

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



L-R: Scott Herman, Susan + Mark Mayer, Colin Winfield, Brad + Rhoda Green, Scott Becker.
Although taken a couple years back we haven't changed a bit!!

SUN n FUN

There was a great RUPA turnout at the SUN 'n FUN RUPA Day on **April 15**.
Twenty-three at last count.
Here are a couple of "teaser" photos . I will have a complete write-up in a future issue.

If any questions please email me at prosed@yaho.com.
Best regards, *Dot Prose*(Osprey, FL)



*Al Bielanski & Phil Foss
With the banner*



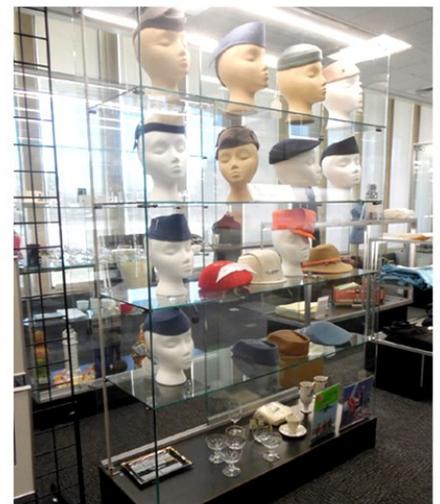
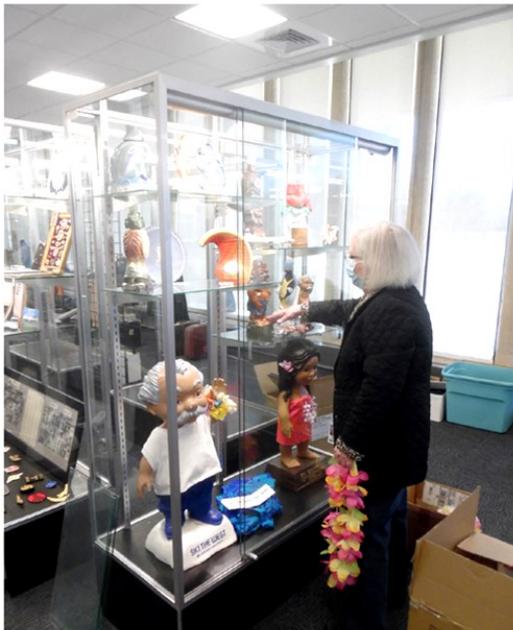
United Airlines Historical Foundation

"Preserve the Past, Inspire the future"

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United's 95th Birthday - April 6, 2021. The Denver Flight Training Center's Building Maintenance Department installed Display Cases for part of the Historical Society's collection. UAHF volunteers **John Williams, Judith Scheppe, Bonita Ades, Laura Coats** and **Marvin Berryman**, under the supervision of **Tom Goodyear**, assisted in transforming the once Empty Room into a History Museum. **Gina Guthrie** was the one who oversaw (and through United) provided funds for the project.

Thank you to all who helped make this possible. *Marvin*

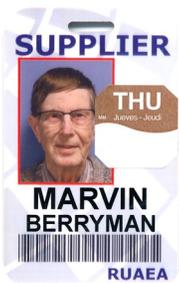




There will be another “Official Grand Opening” sometime in September after the COVID “thing” dies down. It will be for retirees and others. The one on April 6th was the “Real 95th Birthday of United”.



In September, at the (Real) “Grand Opening”, I have a suggestion regarding the seniors “long” walk to room A104. *Marv*



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

There I Was . . .

(Please send submissions to RUPAEditor@rupa.org. Limit submissions to 1000 words)

There I Was . . . My Story

By Dick Russell

Editor's Note. I received this letter from Dick on 2/22/21. It is a combination annual birthday letter and *There I Was* . . . story. Sadly, Dick Flew West a month later. His obituary is in this issue.

Many times, the cause of death is never mentioned. Over the years, a number of airline pilot friends have died, and I knew each of them had breathing problems. It has been determined that some form of pulmonary problems are to blame. Mine is PULMONARY Fibrosis.

An ALPA study has shown that jet engine lubricant produces highly toxic fumes which leak out through the engine seals into the compressor section and bleed air is sucked into the cabin. Not everyone is affected the same but some of us have gotten more than we should, and it scars the lungs.

Regardless of how old you are, you can learn something new every day. Today happens to be my 91st birthday and I have learned that we have two classes of veterans and I am still un-vaccinated! Since I can't walk very far, my friend offered to drive me to the VA and we could both get our first vaccine. Now picture a 92 year old pushing a 91 year old, on oxygen, in a wheelchair into the VA! I have had no contact with the VA since my release in 1953 and was required to fill out a purple form and attach my DD214. The clerk then advised me that that I don't qualify. When I asked why and he said that I had too much income last year and anyone who has more than \$41,000 income is automatically disqualified. I asked if I could get the virus shot and he said, NO, that is one of our services for which you do not qualify! So much for the VA. My friend, who retired as a Brigadier General was told the same thing. If I had been smart, I should have grabbed that form and tell him that I just put the decimal point in the wrong place. Unfortunately, some of us older folks are not that smart.

Last year, I was not sure that I would be here today but did prepare a couple of stories about some old airline pilots. Now, I am wondering what life will be like as we try to live under the multitude of new executive orders. The leaders of our RUPA organization continue to do a wonderful job and especially the editor of this publication. Here is one of the colorful characters out of the past.

When I was hired by Capital Airlines in 1955, Captain **Ralph Fretwell** had been around for some time. He never learned the names of his crewmembers and instead called all the guys "**SPORT**" and all the gals "**BABYDOLL**". and this is the story that I was told. Capital configured their DC-3s with only 3 fuel tanks. The left and right mains and one auxiliary tank on the left rear. One dark and cloudy night, Ralph was flying from Washington D.C. with, **Bill Stookey**, a brand-new copilot who was flying his first trip with the company. Ralph did things his own way, as was typical of the captains of that era, and had both engines feeding out of the aux tank and both engines quit. Ralph made several attempts to restart the engines but it quickly became obvious that they were not going to start and they started down through the clouds.



Ralph looked over at Bill and said, **“OK, SPORT, PUT YOUR HANDS IN YOUR LAP AND LET THE OLD MAN FLY!”** They were about 8,000’ and just south of the Pittsburgh Airport where the terrain is quite hilly. There were several layers of clouds and it is quite dark. By a stroke of luck Ralph landed gear up over a small hill and came to a stop. In fact, the landing was quite smooth. The cabin door was opened by the stewardess and people began to exit the plane but found themselves in a dark field and were wandering around trying to find the terminal. The passengers were bussed to Pittsburgh and put on another plane the next day. One little old lady made the comment that she hoped the pilot for her trip would be **Captain Fretwell!** The company made Ralph fly as a copilot for the next six months and another captain who confirmed this story added that he was the best copilot he had ever had.

Years later, I was a copilot on the Constellation and sitting in the seat at LGA. Operations said the captain had mis-read his schedule and was a no-show, but they had found another captain who was on his way. Captain **Ralph Fretwell** lived near the LaGuardia Airport and agreed to bail them out and fly this flight to Cleveland and Milwaukee. He had been flying Viscounts and was just barely legal to fly the Connie. Upon arrival over Cleveland, he called for gear down but we only got 2 green lights as the nose gear indicated unsafe. We had plenty of fuel and hydraulic fluid so we flew around to check it out and he ordered me to use the manual hydraulic hand pump, located just to the right of the copilot. I started pumping but told him that I was pumping against system pressure of about 1300#. He insisted that I continue to pump. All at once, something let go and I told him that it was easy to pump now. He asked me to fly over the tower and let them take a look at our gear while he talked with the company. I got down pretty low and the tower reported the nose gear appeared down. While this was happening, Ralph was holding the microphone with both hands and talking with the company and weaving back and forth in his seat as he talked and told them he was moving all the passengers to the rear of the plane and that he would land very nose high and wanted the mechanics to follow the plane down the runway and put the pin in the nose gear and he would taxi to the gate.

The landing was very smooth and it all worked out well. The ground crew inserted the pin and reported that we had broken the hydraulic down line and the microswitch was out of adjustment. While they repaired the broken line, the F/E noticed a cut in the right main tire but it was difficult to see as it was close to the bottom. He told Ralph about it and he said **“Sport, DON’T MENTION IT TO MAINTENANCE!”** We were late and he thought we could get the plane to MKE and let them replace the tire. Ralph had been single for all the years that I had known him and he is now 59 and about to retire when one day he brought his new wife aboard. She was a 19-year-old bombshell and **“RALPHY”** was all smiles! I asked him what he was doing to himself and his reply was, **“Sport, all it can do is cost me money!”** I was told that the marriage lasted about 2 years and old **“Sugar Daddy”** paid out quite a sum. One more colorful character out of the past.

Dick & Wilma Russell 55-90 DCA NYC EWR LAX



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There I Was . . . Low, Slow and Dirty

By Capt Chuck Thom

Sep 1966. Vietnam. I was in my second month of combat with VA-25 in the Gulf of Tonkin, flying SPADS (Single engine, single seat A1-H/J attack aircraft from the USS Coral Sea). My section leader and I had just completed a rescue of Beefeater 200, an A-4 Skyhawk, from the water 5-8 miles east of Haiphong Harbor. Then the fun began. My engine started running rough.

The trusty R3350 seemed to be in a very steady state of roughness, so 45 minutes later I made a normal overhead pattern entry at 250 AGL, downwind transition to gear, hook, and flaps down. I turned final, still "fat, dumb, and happy", I watched the meatball rise to center, and reduced power to 17" MAP, and the engine QUIT! Holy S#%T, I have to DITCH, lose the a/c, lose all my charts it took so long to cut, paste, fold, laboriously annotate all the AAA and SAM sites and freqs on.....2 seconds after quitting it produced a one second burst of power, and then QUIT AGAIN!

I unfroze and said calmly to the LSO, "SHE'S CUTTIN' OUT, CHARLIE!". Charlie Hartman, our squadron LSO, who was the SPAD pilot who shot down the second MIG of the war, was on the platform, and I am sure glad it was a fellow SPAD pilot who was there.

Charlie immediately replied, "Level out". I pushed the power back up to about 25" MAP and the engine ran better, with the "quit" portion of the cycle much shorter. The ship disappeared under my nose, and I thought "Now what?". Some 5-7 seconds later Charlie said "CUT", and I trustfully pulled all power. The engine QUIT again, entirely, and I lowered the nose to hold airspeed, and what to my wondering eyes should appear but a now huge aircraft carrier landing area waaay down there. Boy, was I ever high! I had no choice - I made a dive bombing run on it, still holding my target airspeed, and actually caught the #3 wire, which was the normal OK landing target. Charlies' instant judgement as to "Cut point" was incredibly accurate.

As the wire pulled me back so I could raise the hook clear of it, I hit the brakes on signal and my knees were uncontrollably banging together, but I was soooo happy.

The entire episode was recorded by the ship's PLAT (Pilot Landing Aid Television), a TV camera imbedded in the centerline, with crosshairs showing high/low/right/left of ideal, and audio of radio transmissions, in order to facilitate the debriefing of each landing with each pilot with a score to match (OK, Fair, Unsat), posted on a chart in the pilots' ready room for all to see. The replay was shown often, all night, in all the ready rooms. At first, a tiny airplane rolled into the center of the crosshairs, then massive amounts of black smoke belched out each time the engine quit. "She's cuttin' out, Charlie" and "Level out" was immediately followed by the tiny airplane slowly disappearing off the top of the screen. 5-7 seconds later Charlie said "CUT" and 4-5 seconds later a giant SPAD magically appeared from the top of the screen and landed as if dropped by a giant crane.

So, what happened? One cylinder of the R3350 blew out one .of its two sparkplugs, which reduces the output of that cylinder just enough to notice. With 17 other cylinders it ran just fine as long as MAP was at or above ambient - 30", as in barometer around 30.00". So, when I reduced power all the way back to 17" on final the engine induction system actually sucked in ambient air, totally destroying the fuel/air ratio to ALL the cylinders. Adding power to 25" reduced the harm done, and killing all power at the cut killed the engine. I'm sure happy it was not a night landing.

Years later, at a VA-25 reunion, I asked Charlie how he knew exactly when to give me the cut. He just raised his fist with his thumb sticking skyward, licked it, closed one eye, stuck it out and stabbed the air in front of him. I guess he was saying, "Good ole' Kentucky windage"! What a guy!



Oil Painting by Pat Kelly

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

There I Was . . . The Most Average Pilot UA Ever Hired

By John Hebbe - LCA 727

There I was. Let the record show that I may have been the most average pilot United ever hired.



L-4

Hired on in 1968. In 1950, I was a CAP member. Our squadron had a 1946 Taylorcraft and an Army L-4 Grasshopper (like a Super-cub). We also had a complete WWII radar, still boxed up and rotting away on the ground next to our grass strip T-hanger. We didn't even have tarmac.



High school direct to military. Korean War and Viet Nam. Two tours in VN. My flying was mostly in the AD-6 Skyraider and the A-4E Skyhawk. Carrier pilot. Hired on with United in 1968 as I neared their age limit of 35 but with a lot of flight experience already in my logbook. Experience being the key word. And I have two events to share. I'll spare you stories about military crashes. BTW, I never bent commercial metal. (Applause.)



The question arises, just how valuable is 'past experience'? I'll tell you. Logged Time is not always the same as 'Logged Time'. Military is one thing. Commercial flying, where anything over a 30-degree bank is labeled as a violent maneuver, is something else. But flying experience pays benefits in both worlds.

Once in a while, airplane handling learned in one universe is convertible to another universe.

You tend to notice or recognize things that may be overlooked by less experienced crew members. I was amazed later when my request to become a 727 Check Pilot was approved. But not there to give flying lessons, we all have our personal quirks and understandings. There are rules, however, that attach to every flight every day.



Remember the stupid expression, "There are old pilots and there are bold pilots. You can't be both." As a check pilot, I had my share of candidates for both seats. It was a genuine pleasure to watch them apply their talents. Then I came across a cocky guy upgrading from S/O to F/O. I knew from minute one that he had more potential than I ever had. Great feel about the 727 - and flying in general - and it showed time and time again. Good headwork until one day. Last segment of the check. I should have failed him on that performance alone but I didn't. I wanted to see just how far he would push things.

It was the afternoon of a wonderful summer day as we approached one of the smaller fields like Canton-Akron or Knoxville. Even his touchdowns were pretty good... and this was a swept-wing plane. The only one United ever flew. Our approach had a left turn in and I answered his every command for flaps and gear. And looked out the left window to see the airport whizzing by and we still needed to get a lot done before making our turns to final. I thought, "Maybe Mr. Perfect has not seen the airport pass by over my left shoulder." I looked to the right. His eyes were straight ahead. Beyond the 180 now and power was still up as we headed straight ahead away from the airport. Thought I'd wait to the last minute before taking over. Then he smoothly pulled the thrust levers back to idle. Our speed slowed and we proceeded through the turns. Flaps this and Flaps that. Gear Down...Final.

Last turn and there we were. On final. On altitude. On airspeed. Everything perfect. And he had never even had to add the least power to keep everything in order until this point. I called the tower and we were cleared to land. He partially turned, nodded and smirked. Smoothly brought up the engines to maintain our profile. It was all so ...so perfect!

We touched down and, during rollout, I considered failing him on the check. On second thought, I never did address his performance that day. Clearly, he expected praise for his talents to perform this unusual approach. I was concerned that my remarks might seem like 'flying lessons' to someone who understood a lot...but clearly not everything...when it came to flying jets. And I mentally thought it over time and time again afterwards. His style could have killed us all. It was my mistake in not telling him he would have been responsible. And then explaining how this could have happened. Killing us all. I'll provide a Phoenix story later where this was almost lethal.

Have you recognized what his cavalier style opened the door for as he swept aside basic rules? Had he lost an engine...or worse, two...there would not have been time to spool up the remaining engine(s) before ground contact. Short of the runway. In retrospect, I should have been more assertive. Too late to change that now.

John

There I Was . . . Cleveland Landing

By Jim Tight

While based in Cleveland during the eighties it was always a pleasure to be assigned a trip, or even catch a whole month with **Dave Specht**. One such occasion comes to mind.

It was my leg into Orlando on a blistering hot summer day. Just before touchdown we caught a major thermal off that huge Air Force runway and floated....and floated. I closed the throttles, and we continued to float. It was then that Dave exclaimed, "My God!! Is the gear down?!!". Let me tell you, with that my entire nervous system shut down and my heart stopped. My whole career was flashing before my eyes as the gear finally settled to the runway. It was fortunate that the captain had to taxi the guppy as I would have been unable, I was shaking so badly. At the gate, in a most disrespectful tone, I informed Dave to "Never, ever do that to me again." Of course Dave just sat there with a big s--t eatin' grin on his face.

As it turned out, we had the same trip a few days later. Yes, he did it to me again and got the same reaction. My comment this time? "You bastard! You did it to me again!" This time we both had a good laugh.

For a long time after that, whenever Dave and I would meet around the system, he'd never say "hello". Instead I would hear, "Got your gear down?"

Dave, if you're reading this, thanks again for a fun memory.

Jim



There I Was . . . With Two Airplanes

By Alex Dunn

I was based in Churchill, Manitoba, flying north into the Arctic from 1958 until 1961. I was a copilot on a DC-3 year around, as well as the PBX during the summers. There was a rail line to Churchill, but no road. I didn't like living in Churchill, but I enjoyed the flying. I also liked the fact that when we left Churchill north bound, we were completely out of contact with the company and did as we saw best.

The north magnetic pole was not as far north as it is now and we often used what we called an astro compass (some call a sun compass) to take sun shots to determine true heading. The distances were great, so VOR was unsuitable in this area. The best nav aids were NDB's, as it was not uncommon to pick up stations 500 miles out. We needed to be on top for sun shots or underneath a cloud deck to map read, especially if the destination didn't have an NDB. The terrain near Hudson Bay is flat and without vegetation. Lakes are the only feature and when everything is snow covered it is often difficult to see the shore line, which made map reading challenging. We usually flew under a cloud deck to map read and reset our directional gyros by eye balling our heading, or on top so we could use the astro compass. We had timed our gyro precession and would apply this correction every 15 minutes when flying in cloud.

The small communities we served were often government outposts that covered various needs. It might be an arctic weather station that served the same purpose as a picket ship off the Pacific coast prior to satellites, advance warning of weather coming. A weather station would require at least four weather observers to take observations 24/7 and send the data out on HF by Morse code. This would also require a mechanic to maintain the generator, a cook and others. By the time everything was up and running you had a small community, with no access to the outside world except by air. Some communities had family housing and some were male only. They generally had a flight every several weeks to provide supplies, mail and exchange of personnel.



The government never thought of things like Christmas trees. As Christmas approached, I took a company pickup and drove inland several miles to the end of the road at the seaplane base, that was closed for the winter. At this point, about five miles inland from Hudson Bay a few small, scraggly looking evergreen trees grew with no branches on the side of the prevailing wind. I cut down about 20 and took them back to the airport. Several days later, after the DC-3 was loaded we threw the trees in on top of the cargo. On arrival at Baker

Lake, we unloaded them beside the plane. There was a tree for every family and they felt like we made their Christmas.

Another community, Chesterfield Inlet did not have an airport, only a seaplane base. Each fall and spring they lost service for a few weeks during freeze up and break up of the ice. If we would be going by there on our way to another location, I would take it upon myself to stop by the post office on my way to the airport and ask for the first class letters only, no parcels. They would put together a small mail bag. As we approached the community, we would call on the radio and tell them we would drop a mail bag. This DC-3 was a civil conversion of a C-47. It still had the two cargo doors and a jump door within the forward cargo door that opened in. I would tie myself in, then open the jump door. The captain would descend and over fly the small community at about 100 feet. When the captain flashed the seat belt sign, I would toss the mail bag out.



[Model 351 Stratolaunch](#)

Parts from two UA 747-400 found
new life in the Model 351

On one flight we carried an battery operated train “engine” for use in a nickel mine, as well as an ore car to Rankin Inlet, a small mining community on the west side of Hudson Bay. It weighted a little over 5,000 pounds, and I guess I can say I have carried a train inside a DC-3.

In May of 1960 we had a contract to put fuel drums on the ice of several lakes in an east west line above the arctic circle, averaging about 200 miles north of Baker Lake. The fuel would have had to come to Baker Lake by barge the prior summer and was for a Bell 47 that would be doing a survey of some type when summer came. The DC-3 had skis for this operation. We would untie a drum and control its travel down the cabin to the door and roll it out on the snow covered ice. With fuel being lighter than water, the drums would float and wash up on the shore line of the lake. It would be easy for the Bell pilot to find his fuel supply due to the lack of vegetation.



[Piper Pacer \(PA20\)](#)

When we were away for a few days we carried a mechanic with a few spare parts. On completion of the above contract the three of us left on the return flight to Churchill, about 400 miles SSE. It was June first, the sun was high and we are looking at a completely unbroken expanse of glaring white snow. While map reading, I see something green amongst all this white as we approach abeam Rankin Inlet, about 100 miles to our east. In this isolated area, if something doesn't look right you check it out. It turns out to be a Piper Pacer, (PA-20) on its back on a lake. The mine manager at Rankin was a pretty strong willed

person, and he talked a missionary into flying him out to this lake so he could stake some mining claims. The missionary was in Rankin preaching to what we then called Eskimos. The Piper was on wheels and on touch down in deep snow it went over on its back. We land to check on them. These two guys were dressed lightly on a nice day, but didn't have the required survival gear to make it through the next several nights if we hadn't come along. We put the Piper right side up and it appears the only damage is to the prop. It will take two weeks to order a prop from down south and have it delivered to Churchill, then flown out and installed. By this time the ice won't be safe to land on and he will loose the airplane. I suggest we take the wings off and the five of us could pick up the fuselage and put it inside the empty DC-3. We rolled it forward and tied it down in very little time and put the wings in alongside. We flew to Churchill, off loaded the Piper and never told our company, as the missionary didn't have any money and we hadn't gone out of our way the get it. I guess I can also say I carried an airplane inside a DC-3.

I went to a lot of very remote places in the high arctic, some where no human had ever set foot. That said, I don't recall going to a location that I couldn't look up on a clear day without seeing the contrail of a SAC B-47 or B-52 over the high arctic, prepared for a flight to the USSR! They would include some of our fellow RUPA members.



[White Knight Two](#)

More
“Two - in - One”
Aircraft

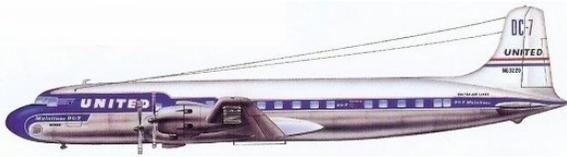


[F82 Twin Mustang](#)

There I Was . . . Being Tested by the Propulsion Gods

By Kenny Danielson

Perhaps one reason for my attraction to the sport of sailplanes and gliders is that there are no concerns about engine failure.



The propulsion gods must enjoy testing me. A higher than average amount of engine misbehavior in assorted flying machines has contributed to reduced career boredom including, for example, a memorable HNL to SFO trip doing the last 2 hours on two engines in a fully

loaded, "gypsy" airline, ex-UAL, DC-7 with a Coast Guard C-130 in trail. There's measurable tension in an overwater flight at the slow, two engine out speed, listening most intently to the two remaining engines operating at high power while eyeballing the oil pressure and head temps and whistling a happy tune is no help.

But the most interesting engine-out time of all, though of much shorter duration was in a Navy T-28B and maybe that's because it was the very first one but also there was no engine #2 or #3 or #4 still operating.

A persistent low overcast over Navy Whiting Field had VFR training flights grounded. A few instrument training flights were still operating and no one needed only landing pattern practice so we just sat around waiting for the weather. One student, having finished the Transition Phase and the Precision Phase was ready for the Acrobatic Phase. The first flight was one of the rare duals with all high altitude work which could be accomplished by an instrument departure to VFR conditions on top and then an instrument approach at the end. The student had never been on instruments, that being his next Basic Instruments Phase where he would learn needle/ball/airspeed, the infamous Charlie Pattern and proper barf-bag etiquette. So, our impromptu flight on the gauges would be an interesting preview for him.



Departing, we entered the solid overcast at 1000' and broke out in bright daylight, on top at about 4500'. The first order of business is to demo the special Navy way to fly the loop. From about 12,000' I started the demo and talking all the time, proceeded to pull up through vertical and then inverted, at the top...the engine quit. Dead.



Brewton Field was relatively nearby somewhere under the cloud deck. Checking the chart, I determined the relative bearings to the field from two VOR stations and had the student tune his radio to one station while I put mine on the other. The T-28 was never known as a good glider with its high wing loading and draggy, big round engine with the wide butter paddle prop, nevertheless, we had enough altitude to easily make “High Key” over the field, or rather, over where the field should be if the quick and dirty navigation worked.

My students became very familiar with Orville's First Law of flight concerning the inevitable consequences of whatever goes up and they quickly learned to expect a simulated engine failure at any time especially at the worst time so they, and also I, became proficient at engine-out approaches.

Another training aircraft from somewhere that was in the traffic pattern at the field told me the overcast was around 1200'. The student was instructed to scan the right side for the field and report a field in sight when he became visual, I would scan the left. I ducked under a bit approaching the 180 and broke out in perfect position which is what happens when one is careful to always lead a righteous and virtuous life. Well, most of the time. (And not counting those incidents after Friday night Happy-Hour which I had nothing to do with – merely an interested observer.) We simply continued the turn dropping flaps for a normal “dead stick” landing with enough speed to clear the runway using the taxiway at the end. The student had to be impressed but he didn't say so. I was grateful and sent a little prayer of thanks to Collins Radio for their dependability and accuracy.

I had never seen that student before or after that short flight. Many, many years later while working for United Airlines, during a layover in Denver, a TWA Captain said he recognized me from somewhere so we started comparing notes. Yep, that was the guy! It's a little world. I guess he was impressed.



There I Was . . . on the Last United Airlines Flight 232

By Gerry Baldwin

Most everyone knows at least a little about [Captain Al Haynes](#) and his [United Flight 232](#). Al was based in Seattle. I, too, was based in Seattle on the DC-10 as a flight engineer and a Council 27 officer. I flew with Al often before and after the ill-fated flight. After the flight, he and I talked about it at length on more than one occasion. On the fateful day, I was on the same sequence one day behind Al.

The sequence was a four-day, eight-leg pairing that went through Denver twice, thus:

Haynes, Records, Dvorak			May, Maxwell, Baldwin		
7/17/1989	SEA	DEN			
7/17/1989	DEN	ORD			
7/18/1989	ORD	LAX	7/18/1989	SEA	DEN
7/18/1989	LAX	DEN	7/18/1989	DEN	ORD
7/19/1989	DEN	ORD	7/19/1989	ORD	LAX
7/19/1989	ORD	BDL	7/19/1989	LAX	DEN
7/20/1989	BDL	ORD	7/20/1989	DEN	ORD
7/20/1989	ORD	SEA	7/20/1989	ORD	BDL
			7/21/1989	BDL	ORD
			7/21/1989	ORD	SEA

My crew and Al's crew crossed paths on July 18, 1989. In fact, we picked up the airplane that they flew into Denver from Los Angeles on that day. Thus, I knew who the captain was, for he had signed the logbook. On the accident day, July 19, 1989, I knew that he and his crew were to fly United 232.

McDonnell Douglas
DC-10



On that day, they left their layover hotel in Denver even as we went to the same hotel, the downtown Holiday Inn. When I arrived in my room at the hotel, I did something that I rarely ever did, I turned on the TV and tuned CNN. No sooner did it come up than I saw the first report that United had a DC-10 in trouble enroute from Denver to Chicago. I knew what flight that was and who the captain was.

My first officer, **Dave Maxwell**, was in the room next to mine; and the rooms had closed and locked doors between. I opened the door on my side and knocked on his door. He answered and I said, "Turn on the TV, United 232 is in trouble." He went white. I asked, "What's wrong?" He said, "I tried to trade into that trip; but the trade was illegal."

I knew who the captain was; but I needed to know who the first officer and flight engineer were. I went to the front desk and asked for the crew sign-in sheet. I saw that the first officer and flight engineer were **Bill Records** and **Dudley Dvorak**, respectively. I returned to my room to use the telephone.

Seattle's Council 27 Chairman, **Bud Cloven**, was planning to be out of town that week, so I telephoned Vice Chairman **Rich Hurst**. I told him the situation and that it seemed dire. I suggested that we needed to get union committee people to the families before the media showed up. Rich said, "I'm on it." We had people with the pilots' families before 232 arrived in Sioux City, SD. I next telephoned the United Master Executive Council, MEC, office in Chicago and filled them in on what I knew, and that **Rich Hurst** was handling the situation in Seattle.

As an aside, I spoke with my sister sometime later. She stated that our mother had telephoned immediately after the crash to ask if I might have been involved. My sister said that she had assured mom that I could not have been, because I did not fly the DC-10.

The rest of the 232-accident story is chronicled elsewhere. I, though, was flight engineer on United 232 the following day, July 20, 1989. We had more than two dozen reporters on our flight. As a union officer, everyone on my crew, both pilots and flight attendants, turned to me to ask how they should deal with the press. I told them to refer them to official spokespersons from the company and the unions, which, much to the chagrin of the reporters, they did.

As fate would have it, when we were on approach to Chicago, the tower cleared an Al Italia 747 to cross the threshold of our runway. 747's are not drag racers; it could not clear the runway in time for us to land. We went around, and that was what all the reporters went with for their respective media.

After that day, United changed the flight number of that trip; so, I had the dubious distinction of having been on the very last United Flight 232.

**Where's the layover
coaster from?**

Click coaster to see or [pg 43](#)



Editor's note.

I met the Blue Frog owner, Bob Boyce, on a UA858 trip. Once, on a PEK trip, he was there opening another one.

I arranged for the crew to meet up with him for dinner. Bob is from Montana as was one F/O. Come to find out, they were cousins. Small world.

Editor GeorgE

Articles

Industry related news and other articles

United Airlines buys flight-training academy to speed up hiring of 10,000 pilots. cnbc.com Feb, 2020

- United has said it expects to hire 10,000 pilots over the next decade.
- The carrier and others are scrambling to fill their ranks as more pilots reach retirement age.
- The airline is buying its own flight academy to help speed up training.

The flight training academy in the article was the Westwind School of Aeronautics in PHX, which United plans to rename later.

The above was the headline in 2020. Then came the Coronavirus.

United Airlines Resumes Hiring Of Pilots As Recovery Intensifies

By Andrew Curran / Simply Flying.com April 1, 2021



As airlines in the United States begin to recover from last year's collapse in travel demand, the good news keeps coming. Today, reports are emerging of an internal memo from a United Airlines executive. That memo says the airline is going to re-hire around 300 pilots.

United Airlines aims for 300 pilot hires

Last week, United Airlines Senior Vice President of Flight Operations, **Bryan Quigley**, emailed his 12,000 plus pilots telling them the unexpectedly strong rebound in domestic travel demand would see the airline start hiring again.

"I'm excited to share that United will resume the pilot hiring process that was halted last year," the memo said. "We'll start with the approximately 300 pilots who either had a new hire class date that was canceled or who had a 2020 conditional job offer."

The move signals a reverse of the 2020 trend of laying off airline industry workers. In the latter half of 2020, around 1,000 pilots left United Airlines. Vigorous lobbying by pilot unions brokered a deal in late September 2020 that potentially prevented far more lay-offs.

United Airlines expects to have all of its existing pilots back working their normal number of hours by May.



A rebound in domestic leisure travel props up United Airlines

United Airlines is one of the biggest carriers in the United States and is the second airline to confirm it is resuming hiring pilots. The decision comes as airlines enjoy a faster than anticipated return to normal flying levels in the United States.

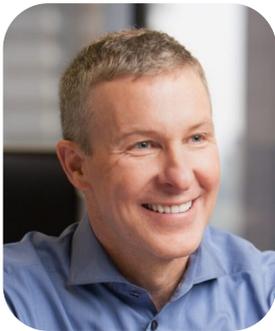
For most of March, United Airlines was running roughly the same number of domestic flights every day as it was before the travel downturn. That's dipped slightly in the first week of April. However, it is up over 400% on the number of flights United Airlines was running this time last year.

"There's light at the end of the tunnel," United's CEO **Scott Kirby** told a US Chamber of Commerce Aviation Summit this week. "Domestic leisure demand has almost entirely recovered."

It is that domestic leisure demand that's driving the recovery at United Airlines. "Business demand is still down over 80%, and international borders, particularly for long-haul, are still largely closed. There are huge chunks of our business that are still almost at zero.

"But it's really nice to see that (domestic leisure) recovery and that human desire for connection is going to come back and come back strong."

United's CEO optimistic about the airline's future



Adopting an optimistic and forward-looking tone, **Scott Kirby** spoke at length about the future and the new-normal at United Airlines. Like many other companies, he's used the travel downturn to re-engineer the way United Airlines works.

"We're going to be a stronger airline on the other side of this," he says.

United Airlines is not the only airline looking to take on new pilots. Fort Lauderdale-based low-cost carrier Spirit Airlines resumed hiring pilots and flight attendants in February in anticipation of a bumper summer of flying. Spirit Airlines hasn't said how many workers they'll hire, but it will be staggered. Like United Airlines, it will also target former employees let go last year.

While the news from United is good today, Bryan Quigley does add a caveat. He's shooting for 300 pilot hires. However, he says the exact number will depend on how the recovery goes and is subject to unpredictable rebound road bumps.

Where's the layover? ANSWERS



Maksoud Plaza
GRU



Marriott Hotel
FRA



[PVG](#)

Part of the Wright brothers' 1st airplane is on NASA's Mars chopper

by: Marcia Dunn/AP, Nexstar Media Wire

A piece of the Wright brothers' first airplane is on Mars.

NASA's experimental Martian helicopter holds a small swatch of fabric from the 1903 Wright Flyer, the space agency revealed Tuesday. The helicopter, named Ingenuity, hitched a ride to the red planet with the Perseverance rover, arriving last month.

Ingenuity will attempt the first powered, controlled flight on another planet no sooner than April 8. It will mark a "Wright brothers' moment," noted Bobby Braun, director for planetary science at NASA's Jet Propulsion Laboratory.



The Carillon Historical Park in Dayton, Ohio, the Wrights' hometown, donated the postage-size piece of muslin from the plane's bottom left wing, at NASA's request.

The swatch made the 300 million-mile journey to Mars with the blessing of the Wright brothers' great-grandniece and great-grandnephew, said park curator Steve Lucht.

"Wilbur and Orville Wright would be pleased to know that a little piece of their 1903 Wright Flyer I, the machine that launched the Space Age by barely one quarter of a mile, is going to soar into history again on Mars!" Amanda Wright Lane and Stephen Wright said in a statement provided by the park.

Orville Wright was on board for the world's first powered, controlled flight on Dec. 17, 1903, at Kitty Hawk, North Carolina. The brothers took turns, making four flights that day.

A fragment of Wright Flyer wood and fabric flew to the moon with Apollo 11's Neil Armstrong in 1969. A swatch also accompanied John Glenn into orbit aboard space shuttle Discovery in 1998. Both astronauts were from Ohio.



NASA's 4-pound (1.8-kilogram) helicopter will attempt to rise 10 feet (3 meters) into the extremely thin Martian air on its first hop. Up to five increasingly higher and longer flights are planned over the course of a month.

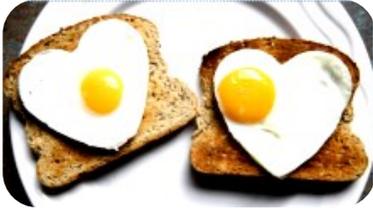
The material is taped to a cable beneath the helicopter's solar panel, which is perched on top like a graduate's mortarboard.

For now, Ingenuity remains attached to the rover's belly. A protective shield dropped away over the weekend, exposing the spindly, long-legged chopper.

The helicopter airfield is right next to the rover's landing site in Jezero Crater. The rover will observe the test flights from a distant perch, before driving away to pursue its own mission: hunting for signs of ancient Martian life. Rock samples will be set aside for eventual return to Earth.

The Big Number: Eating breakfast before 8:30 a.m. may reduce diabetes risk

By Linda Searing / The Washington Post



Eating breakfast earlier in the day — specifically, starting before 8:30 a.m. — appears to lower the risk for developing Type 2 diabetes, according to a report presented recently at the Endocrine Society’s annual meeting.

Looking at eight years of national data on 10,575 adults, researchers found that people who began eating earlier than 8:30 a.m. tended to have lower blood sugar levels and less insulin resistance than people whose daily food intake started later.

Diabetes develops when a person’s level of blood sugar (also called blood glucose) is too high. Your body creates glucose from the food you eat, and it creates the hormone insulin to help move the glucose from your blood into your cells, which use it for energy. If the body does not make enough insulin or does not use it well (known as insulin resistance), a too-high blood sugar level develops, leading to Type 2 diabetes.

More than 34 million Americans have diabetes, including more than 7 million who have not been diagnosed, according to the Centers for Disease Control and Prevention.

To prevent diabetes, health experts often encourage losing weight (and keeping it off), getting regular exercise and not smoking, as well as eating healthily.

For some, this has included a nutritional strategy known as time-restricted eating, which shortens the time span allotted for eating each day. But the new research found that outcomes for blood sugar levels and insulin resistance were better when people started eating before 8:30 a.m., regardless of their time span for eating.

Even occasional smokers are 27 percent more likely than nonsmokers to suffer a certain type of stroke

By Linda Searing / The Washington Post

People who smoke even occasionally are more likely than nonsmokers to have a serious type of stroke caused by a ruptured blood vessel – 27 percent more likely if they smoke up to 20 packs a year, according to research published in the journal *Stroke*.

The average American smoker, according to the Centers for Disease Control and Prevention, smokes 14 cigarettes daily, which means about 255 packs a year. The type of stroke examined by the researchers, known as a subarachnoid hemorrhage, occurs when a weakened blood vessel ruptures and bleeds into the space between a person’s brain and skull. Most often, this results from an aneurysm, an abnormal bulge in a blood vessel.

A subarachnoid hemorrhage is not as common as an ischemic stroke, which is caused by a blood clot, but it also can lead to neurological problems or be life-threatening without immediate treatment to stop the bleeding. To focus on the effect that smoking may have on people’s risk for this type of stroke, the researchers analyzed data on 408,609 adults, about a third of whom smoked regularly.

During the study period, 904 participants had a subarachnoid hemorrhage. The more people smoked, the greater their risk for this type of stroke, prompting the American Stroke Association to note that the findings “provide evidence for a causal link” between smoking and subarachnoid hemorrhage.

Brisk Walking Is Good for the Aging Brain

By Gretchen Reynolds/The New York Times



Older people with mild cognitive impairment showed improvements in brain blood flow and memory after a yearlong aerobic exercise program.

Brisk walking improves brain health and thinking in aging people with memory impairments, according to a new, yearlong study of mild cognitive impairment and exercise. In the study, middle-aged and older people with early signs of memory loss raised their cognitive scores after they started walking frequently. Regular exercise also amplified the healthy flow of blood to their brains. The changes in their brains and minds were subtle but consequential, the study concludes, and could have implications not just for those with serious memory problems, but for any of us whose memories are starting to fade with age.

Most of us, as we get older, will find that our ability to remember and think dulls a bit. This is considered normal, if annoying. But if the memory loss intensifies, it may become mild cognitive impairment, a medical condition in which the loss of thinking skills grows obvious enough that it becomes worrisome to you and others around you. Mild cognitive impairment is not dementia, but people with the condition are at heightened risk of developing Alzheimer's disease later.

Scientists have not yet pinpointed the underlying causes of mild cognitive impairment, but there is some evidence that changes in blood flow to the brain can contribute. Blood carries oxygen and nutrients to brain cells and if that stream sputters, so can the vitality of neurons.

Unfortunately, many people experience declines in the flow of blood to their brains with age, when their arteries stiffen and hearts weaken.

But the good news is that exercise can increase brain blood flow, even when exercisers are not moving. In a 2013 neurological study, the brains of physically active older men showed much better blood saturation than those of sedentary men, even when everyone was quietly resting. The greater brain blood flow in people who exercise also is associated with better scores on tests of memory and thinking than among sedentary people.

But these studies generally focused on people whose brains and cognition were relatively normal. Exercise bulked up, for them, what already was reasonably sound. Far less is known about whether physical activity similarly benefits the blood flow, brains and thinking of people who are starting to experience more serious memory loss.

So, for the new study, which was published this month in the *Journal of Alzheimer's Disease*, researchers at the University of Texas Southwestern Medical Center in Dallas and other institutions asked a group of 70 sedentary men and women, aged 55 or older and diagnosed with mild cognitive impairment, to start moving more.

They first brought everyone into the lab and tested their current health, cognitive function and aerobic fitness. Then, using advanced ultrasounds and other techniques, they measured the stiffness of their carotid artery, which carries blood to the brain, and the amount of blood flowing to and through their brains.

How to pay your RUPA dues

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

Finally, they divided the volunteers into two groups. One began a program of light stretching and toning exercises, to serve as an active control group. The others started to exercise aerobically, mostly by walking on treadmills at the lab, and then, after a few weeks, outside on their own. The exercisers were asked to keep their exertions brisk, so that their heart rates and breathing rose noticeably. (They could swim, ride bikes or do ballroom dancing if they chose, but almost everyone walked.) The control group kept their heart rates low.

Everyone in both groups worked out three times a week at first, for about half an hour and under supervision. They then added sessions on their own, until after six months, they were completing about five workouts most weeks. This program continued for a year, in total. About 20 volunteers dropped out over that time, mostly from the walking group.

Then the volunteers returned to the lab for a repeat of the original tests, and the researchers compared results. To no one's surprise, the exercise group was more fit, with higher aerobic capacity, while the stretchers' endurance had not budged. The aerobic exercise group also showed much less stiffness in their carotid arteries and, in consequence, greater blood flow to and throughout their brains.

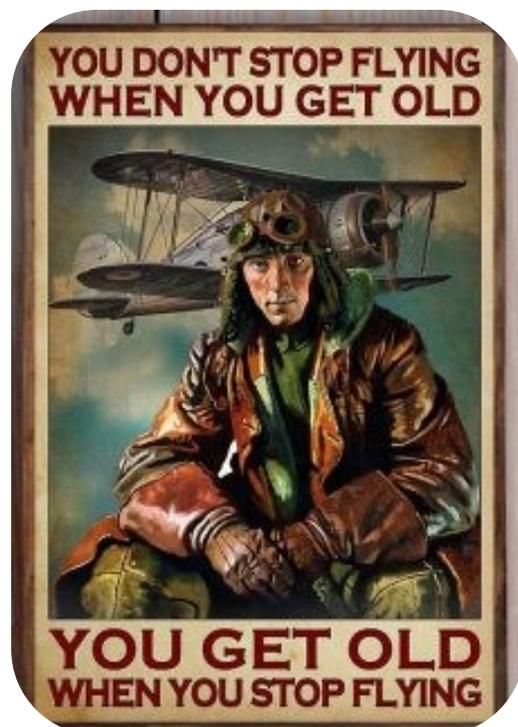
Perhaps most important, they also performed better now than the stretch-and-tone group on some of the tests of executive function, which are thinking skills involved in planning and decision-making. These tend to be among the abilities that decline earliest in dementia.

Interestingly, though, both groups had raised their scores slightly on most tests of memory and thinking, and to about the same extent. In effect, getting up and moving in any way — and perhaps also interacting socially with people at the lab — appeared to have burnished thinking skills and helped to stave off accelerating declines.

Still, the researchers believe that over a longer period of time, brisk walking would result in greater cognitive gains and less memory decline than gentle stretching, says Rong Zhang, a neurology professor at UT Southwestern Medical Center, who oversaw the new study.

"It probably takes more time" than a year for the improved brain blood flow to translate into improved cognition, he says. He and other researchers are planning larger, longer-lasting studies to test that idea, he says. They hope, too, to investigate how more — or fewer — sessions of exercise each week might aid the brain, and whether there might be ways to motivate more of the volunteers to stick with an exercise program.

For now, though, he believes the group's findings serve as a useful reminder that moving changes minds. "Park farther away" when you shop or commute, he says. "Take the stairs," and try to get your heart rate up when you exercise. Doing so, he says, may help to protect your lifelong ability to remember and think.



Their Minds Dementia-Free

By Amy Norton / Healthday Reporter



TUESDAY, Feb. 23, 2021 (HealthDay News) -- Researchers may have uncovered a key reason some people remain sharp as a tack into their 80s and 90s: Their brains resist the buildup of certain proteins that mark Alzheimer's disease

The study focused on what scientists have dubbed "super agers" -- a select group of older folks who have the memory performance of people decades younger.

Compared with older people who had average brain power, super agers showed far less evidence of "tau tangles" in their brains, the researchers found.

Tau is a protein that, in healthy brain cells, helps stabilize the internal structure. But abnormal versions of tau -- ones that cling to other tau proteins -- can develop as well.

In people with Alzheimer's, the brain is marked by a large accumulation of those tau tangles, as well as "plaques," which are clumps of another protein called amyloid.

For years, amyloid plaques have gotten most of the attention as a potential target for Alzheimer's treatment, said researcher Tamar Gefen, who led the new study.

But a body of evidence tells a different story: It's the buildup of tau -- not amyloid -- that correlates with a decline in memory and thinking skills, said Gefen, an assistant professor at Northwestern University Feinberg School of Medicine, in Chicago.

These latest findings on super agers, she said, are in line with that research

It's not clear how many super agers are out there. One reason is that there's no single definition of the term, said Claire Sexton, director of scientific programs and initiatives at the Alzheimer's Association.

This study involved people aged 80 and older. But other research, Sexton said, has narrowed the focus to unusually sharp 90-somethings, or even centenarians.

The million-dollar question is: What does it take to be a member of this elite group?

It's likely super agers have genetics to thank, in part, according to Sexton

But in all probability, she said, it's a mix of good genes, lifestyle factors and exposures over a lifetime, from physical activity, to social engagement, to mentally stimulating experiences.

In fact, previous research at Northwestern has shown those are common habits of super agers.

Gefen and her colleagues have also found brain differences between super agers and their peers with typical brain power: For example, super agers have more tissue volume in a brain region involved in processes like motivation and decision-making. Super agers also show a greater density of cells called Von Economo neurons, which are linked to social intelligence

For the current study, Gefen's team analyzed brain tissue from seven super agers -- all women -- who had died in their 80s or 90s. The results were compared with brain studies from six elderly adults who'd had normal thinking skills before their deaths.

The amount of sleep needed by the average person is five minutes more.

The super agers had all taken standard memory tests, and scored at or above the norm for people 20 to 30 years younger

The researchers found that both super agers and their peers harbored similar amounts of amyloid plaque in the brain.

They differed, however, when it came to tangles: People with average memory and thinking skills had three times the amount of tau tangles in a memory-related brain region called the entorhinal cortex.

Sexton agreed the findings align with other evidence on the importance of tau.

"It's been understood for a while that tau tracks better with cognitive performance than amyloid does," she said.

These findings, Sexton said, suggest a role for tau in the "secrets" to super-aging

That does not mean plaques are unimportant, however. Abnormal amyloid and tau may interact with each other, and with other factors, to fuel Alzheimer's brain changes, Sexton said.

According to the Alzheimer's Association, it's thought that as amyloid increases in the brain, it hits a tipping point that triggers abnormal tau to spread throughout the brain. And that's when memory and thinking skills head downhill

Gefen agreed that it's probably a complex mix of factors -- nature and nurture -- that allows super agers to resist typical age-related declines in brain power.

It's unlikely to be a magic something that can be turned into a pill, she said.

More broadly, Gefen said far more work is needed to understand tau tangles, including why they zero in on memory cells.

That's not to say tau has been completely ignored: Tau-targeting therapies for Alzheimer's are under development, Sexton said.

For now, it seems clear that few people will become super agers. But, Sexton said, there are ways for everyone to support their brain health, including controlling heart disease risk factors like high blood pressure and diabetes, getting regular exercise, eating healthfully and staying mentally and socially engaged.

The findings were published Feb. 17 in the journal *Cerebral Cortex*.

More Information:

The U.S. National Institute on Aging has more on [super agers](#).

SOURCES: Tamar Gefen, PhD, assistant professor, psychiatry and behavioral sciences, Northwestern University Feinberg School of Medicine, Chicago; Claire Sexton, DPhil, director, scientific programs and initiatives, Alzheimer's Association, Chicago; *Cerebral Cortex*, Feb. 17, 2021, online

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<https://www.usnews.com/news/health-news/articles/2021-02-23/why-some-super-ager-folks-keep-their-minds-dementia-free>



Too Little Sleep Could Raise Your Dementia Risk

Feb. 17, 2021, at 8:20 a.m.

By Amy Norton / Healthday Reporter



WEDNESDAY, Feb. 17, 2021 (HealthDay News) -- Older adults who get little sleep each night may be at heightened risk of dementia or earlier death, a new study suggests.

Researchers found that among 2,600 older Americans, those who were deemed "short sleepers" -- catching no more than five hours of sleep at night -- were more likely to develop dementia or die over the next five years.

Their risks were double that of older people who typically got the recommended seven to eight hours of shut-eye.

The study, recently published in the journal *Ageing*, is not the first to link poor sleep with dire health outcomes, including dementia.

But this study points the finger at a particularly troublesome culprit, according to researcher Rebecca Robbins, of the Division of Sleep and Circadian Rhythms at Brigham and Women's Hospital in Boston.

"We looked at a series of sleep characteristics, which allowed us to ask what matters most?" Robbins said. "The resounding answer was short sleep."

Among these study participants, that mattered more than self-rated sleep quality, or whether it took them a long time to fall asleep at night, or whether they tended to feel groggy or need naps during the day.

Short sleep also appeared more important than snoring, the study found. Chronic snoring is a sign of sleep apnea, which has been linked to both heart disease and dementia.

Still, the findings do not prove short sleep, itself, helps cause dementia or shave years from people's lives.

"It may be that in some cases, the poor sleep is actually an early sign of dementia, rather than a cause," said Dr. Sabra Abbott, an assistant professor of neurology in sleep medicine at Northwestern University Feinberg School of Medicine in Chicago.

Abbott, who wasn't involved with the study, said that sleep can be disrupted for multiple reasons early in the dementia process.

As an example, she pointed to a brain structure called the suprachiasmatic nucleus (SN), which helps regulate the timing of sleep and production of the sleep hormone melatonin. The SN can start to degenerate early in the course of dementia.

Robbins also noted that dementia can cause sleep issues, and said she and her colleagues tried to account for that. They excluded older adults who already had dementia at the study's outset, and statistically accounted for other health conditions participants had -- including heart disease, diabetes, high blood pressure and depression symptoms.

He dreamed he was eating shredded wheat and woke up to find the mattress half gone.

They found that short sleep was still linked to a twofold increase in the risk of dying or developing dementia during the study period.

The results are based on 2,610 Americans age 65 and up who took part in a nationally representative health study. More than half reported getting seven to eight hours of sleep each night. About 4% said they got five hours or fewer.

Over the next five years, 321 study participants screened positive for dementia.

There was no evidence that long sleep -- at least nine hours per night -- was linked to increased dementia or death risk on its own. Once researchers accounted for chronic health conditions, that appeared to explain any connection.

Robbins said there are reasons to believe that sleep deprivation can do damage to the brain. Animal research shows that adequate sleep may be critical to the brain's clearing of abnormal proteins that are associated with Alzheimer's disease.

"There is certainly reason to suspect that poor sleep may worsen dementia in susceptible individuals," Abbott said.

But in general, it's difficult to know whether poor sleep helps cause the brain disease, or is part of its manifestation, she said.

While that question remains, Robbins said it's wise to strive for healthy sleep habits. She had some suggestions:

Keep TVs and devices out of the bedroom. "Make the bedroom for sleep, and sleep alone."

Avoid looking at bright screens close to bedtime. That blue light can throw off the body's natural circadian rhythm.

To support that natural rhythm, get plenty of sunshine during the day. "Fresh air and sunlight are like nature's medicine," Robbins said. If it's not possible to go outside, she noted, even sitting by a window helps.

Abbott agreed that poor sleep should be addressed. But, she added, "keep in mind that the solution may not be as simple as just trying to get more sleep."

She encouraged people with chronic sleep complaints to get a medical evaluation, since there may be an underlying cause that is treatable, like sleep apnea.

More information:

The U.S. National Institutes of Health has more on sleep deficiency.

SOURCES: Rebecca Robbins, PhD, research fellow, Division of Sleep and Circadian Rhythms, Brigham and Women's Hospital, Boston; Sabra Abbott, MD, PhD, assistant professor, neurology in sleep medicine, Northwestern University Feinberg School of Medicine, Chicago; Aging, online, Feb. 11, 2021

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**Laugh and the world laughs with you,
snore and you sleep alone.**

Why Adding on a Few Pounds as You Age Might Be Good for You

By Denise Mann Healthday reporter U.S. News & World Report



(HealthDay News) -- Putting on a few extra pounds in your 50s may add years to your life -- if you start off at a normal weight and your weight gain doesn't tip into obesity, a new study suggests.

But two outside experts cautioned that the findings are not a license to pack on the pounds, as study participants who started off obese and continued to gain weight over the years were actually least likely to survive into old age.

"If you are already heavy, getting heavier isn't going help, it will harm you," said Dr. Ann Rogers, who reviewed the findings. She's director of the surgical weight loss program at Penn State Health Milton S. Hershey Medical Center.

For the new study, researchers looked at data from two generations of participants in the Framingham Heart Study, which began in 1948. They were grouped into categories based on their weight gain over the years. The study focused on body mass index (BMI), a measure of body fat based on height and weight, between ages 31 and 80.

Folks who started out at normal weight (BMI: 18.5 to 24.9) but gradually gained with advancing age lived longer than their counterparts who maintained their younger normal weight throughout their life span, the study found.

"For people with normal weight in early adulthood, moderate weight gain into overweight in later adulthood is associated with lower [death] risks compared to those who remain in the range of normal weight over the course of adulthood," said study lead author Hui Zheng, an associate professor of sociology at Ohio State University.

People who are overweight or obese in early adulthood and gain weight have the highest risk of dying early, he said.

But "modest extra body weight in old age, including lean tissue mass and fat mass, might provide protection against nutritional and energy deficiencies, metabolic stresses, the development of wasting and frailty, and loss of muscle and bone density caused by chronic diseases such as heart failure," Zheng said.

When I wear contact lenses, I keep seeing Russian aircraft flying around in front of my eyes. The doctor said it could be some kind of optical Ilyushins.

Younger Americans are becoming obese earlier than their parents -- and this is concerning, he said.

"The percentage of deaths caused by obesity has increased because the prevalence of unhealthy weight trajectories has increased," Zheng said.

The findings were recently published online in the *Annals of Epidemiology*.

Rogers said that the protective effect of some extra weight dates back to caveman days.

"You needed extra padding because if you got left behind by the herd, you needed enough fat stores to survive," she said. "Caveman days are over, but an old lady who only takes tea and toast may have a normal BMI, yet she is likely frail with low muscle mass and may be less likely to survive as a result."

Dr. Scott Kahan, director of the National Center for Weight and Wellness in Washington, D.C., summed it all up succinctly.

"A lot of weight gain is unhealthy, but a little weight gain in an otherwise healthy life is perfectly fine," he said.

So how can you tell if you're putting on too much weight?

"If you are gaining too much weight, your cholesterol, blood pressure and blood sugar are likely going up, and that suggests it may be too much weight gain," said Kahan, who wasn't part of the study.

It's also how you feel.

"If your back and knees are hurting all the time and you are limited in what you can do because your weight weighs you down, that's another indication that weight loss may be helpful," Kahan said. "This is an important study, but don't go overboard and say it's OK to gain weight. Try to be healthy and moderate your weight."

The U.S. National Heart, Lung, and Blood Institute can help you calculate your BMI.

SOURCES: Hui Zheng, PhD, associate professor, sociology, Ohio State University, Columbus; Ann Rogers, MD, bariatric surgeon, director, Penn State Surgical Weight Loss Program, Hershey, Pa.; Scott Kahan, MD, MPH, director, National Center for Weight and Wellness, Washington, D.C.; *Annals of Epidemiology*, Jan. 22, 2021

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<https://www.usnews.com/news/health-news/articles/2021-02-08/why-adding-on-a-few-pounds-as-you-age-might-be-good-for-you>

Snowbird NOTAM

- The USPS will only forward magazines to your new address for 60 days.
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Or mail to: RUPA
PO Box 757
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Letters

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

Wayne Walczak – Leander, TX

Hi all; Another year has passed and the totalizer is reading 75, manifold pressure still 125 over 80, RPM's reading 70 BPM, and no parts have been overhauled or replaced. Left eye has been MEL'd inop due to no replacement parts. Covid has not affected me or Nani, and we have finally received our vaccine shots. Survival of the fittest and we are doing everything we can to maintain. There is an old saying: "Life is like a roll of toilet paper; the closer you get to the end, the faster it goes!" And indeed, it seems to be going faster!

Texas experienced one hell of an ice storm mid February, which crippled travel and almost destroyed the power grid. Our home, along with neighbors, had rolling blackouts, ranging from 3 to 12 hours, over a four day period. Temperatures were in the single digits and a few folks experienced water pipes bursting. We did not, but the anxiety level was very high during the period. The seven inches of snow and the two inches of ice destroyed plants, broke tree limbs, and took down some power lines. But warmer temps arrived and it all now seems to have been a bad dream. Or it could be a precursor to future climate changing events.

Still employed with the Flight Safety folks, instructing on the Cessna Citation 500 series aircraft. Was furloughed for three months last year due to covid related work force reductions, but back doing simulator instructing and evaluating. Work has been steady, and appears it will continue for the foreseeable future. That said, I have been thinking about how much longer I want to do this. But the money is good and I am still able to get around. So we'll see.



UNITED AIRLINES

Covid has been the main spotlight for everyone on the planet, and I think 2021 will result in a new normal. Vaccine will be inoculated in the majority of the population and maybe, mask wearing will be history. But, just when we think we are getting a handle on things, some governors have declared masks no longer required, sending covid cases rising again. We still wear our mask whenever in public and we keep the social distant protocols, and would be happier if everyone did the same. I, for one, don't look forward to breathing on a ventilator or having my lungs scarred for the remaining 50 years of my life! I want to enjoy life in the most robust way, and since I don't believe in any afterlife, I try to make everyday an opportunity to excel in my enjoyment.

Nani and I will be celebrating 15 years of marriage this May, and hope to return to HNL for the anniversary. Restrictions of travel may put a crimp in our plans, but hopefully the most restrictive will be lifted so we can enjoy a MaiTai looking at the waves crashing on Waikiki beach. Planning on attending a graduation of Nani's granddaughter from high school in June, so traveling on passes is in our future. Can't wait for traveling first class and having that Chateaubriand for two served on china with metal forks and a top shelf Cab served in a wine glass!

OOPS--- just dreaming!

That's all from the land of Texas for 2021.

Aloha,

Wayne

Letters to the Editor

rupaeditor@rupa.org

We love photos!

Include Photos!

Cutoff date is 15th of the month

Mike Hepperlen – Crystal Lake, IL

What a year. We heard of a possible bug in December of 2019, however nobody seemed concerned. Peg and I took our annual trip to Hawaii in January to get out of a Chicago winter for a couple of weeks. We started to get suspicious things were not quite right about a week into our trip when the news started to talk about deaths in China and in Seattle. nursing homes. Then in March the whole country shut down. Peg and I started one hell of a lot of togetherness. We did sneak away to Door County Wisconsin in September, and to our Grandson's wedding in Florida in November. After our trips, came the quarantine.

In December we thought we would risk a trip to Hawaii again, so I made reservations at a hotel and with UAL. Then early in January came the list of hoops we would have to jump through before we could board our flight. A covid test within 72 hours of boarding our flight, however it was only available at a Walgreens in Elgin, and the clerk I talked to said it was very hard to make a reservation on line and there was no guarantee of being able to get a test. This was to much BS for a guy close to his 86th birthday so all the reservations were cancelled. I remembered a Holiday Inn we stayed at in Sarasota on layovers. I called the Inn and we got reservations a lot cheaper than in Hawaii and right on the beach. but wasn't the same hotel that I remembered, but nicer. Sarasota is a very nice city, and we enjoyed looking it over. We had a nice drive to and from Florida and enjoyed our vacation.

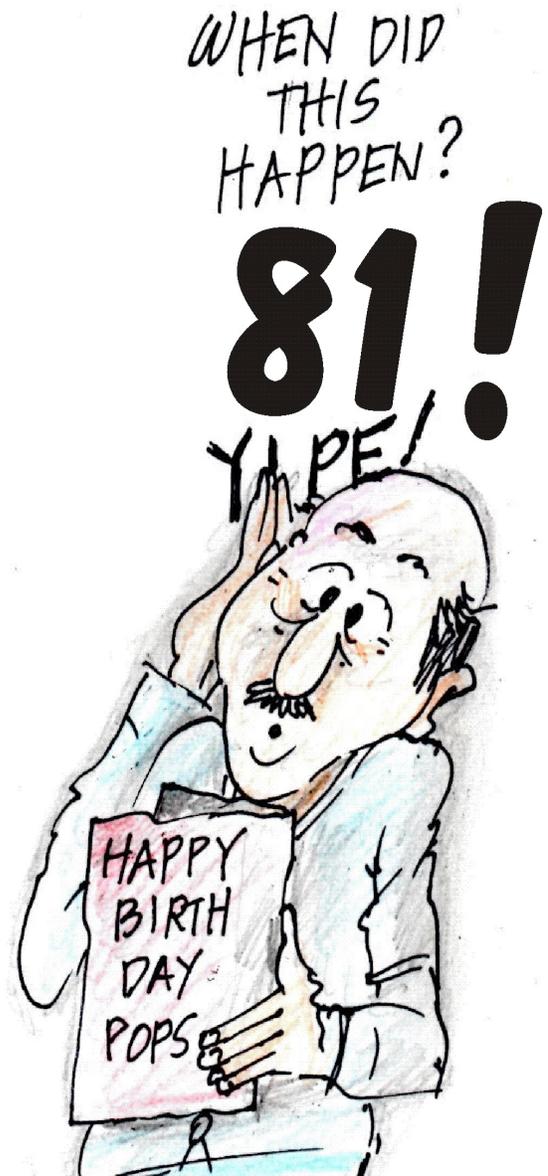
After returning to Crystal Lake, Sherman Hospital E-mailed me to get in line for their Covid program. Peg signed me up and we got our shots, the last one being March 9th. Peg went with me in case they had extra shots available, and they did.

Here is hoping 2021 will be better.

Mike Hepperlen

DTW, ORD, DENTK, ORD

Mike Ray – Murrieta, CA



OMIGOSH!!

Dear RUPA Guy,
My dues check
is in the mail ... and to all my
friends out there, "Hi".

Mike Ray

A friend has bought an old aircraft, taken the wings off, and turned it into a restaurant. I don't think it will take off.

Norma McIntyre for Hugh – Auburn, CA

April 8, 2021

Dear George + Fellow RUPARIANS,
A BIG Thank you for your wonderful magazine you publish every month. I enjoy reading everything. I look forward to your great magazine every month so keep up the good work!

I am writing for my beloved husband, Hugh McIntyre who flew for U.A.L. 35 yrs. It was during the Vietnam War that he was hired by U.A.L. There was a shortage of pilots in 1966. He had never flown an airplane in his life! He took a battery of two days tests (to see if he qualified) + he scored high. They told him to get his private + commercial licenses on his own, + then they would hire him. So he quit his radio announcer job + flew airplanes 6-7 days a week. His class in Denver started in Oct. 1966. That was an exciting time for this young couple.

My beloved lost his life to Alzheimer's disease on Jan. 4, 2014. I am blessed to have my son living with me

on five acres in Auburn, Ca. I was blessed beyond measure to have been married to the love of my life for nearly 50 yrs. We travelled the world + have many happy memories. I still miss him + its been over seven yrs. I look forward to the day we will be reunited in Heaven someday.

Hugh loved flying. His first airplane was a DC 6. He finished on the 757. He would tell me "I can't believe U.A.L. is paying me to fly!" He would have done it for nothing!

Well, God bless each one.

Sincerely,
Norma McIntyre

Terry True – Valparaiso, IN

I celebrated my 82nd year on earth yesterday, so thought it time to update my info for all that might be interested.

After my forced age 60 retirement in 1999, I spent six months commuting to the Bay Area to work as an analyst for the NASA ASRS program at Moffett Field, CA. I was fortunate enough to obtain a flying position with DB Aviation in Waukegan, IL in November, 1999. Basically, the owner of the company wanted to be able to demonstrate to the FAA that he was instigating a safety program, and my experience as a member of ALPA's Council 12 Safety Committee, and the MEC Central Air Safety Committee provided the qualifications that he was looking for. DB Aviation was a management/charter operation and in the ten years that I spent flying with them I was subjected to a type of flying that I had not experienced with United. I was rated on the CE-560XL, CE-680, and HS-125 as well as flying S/O on the Lear-55 and Falcon 900. When the company was sold to a major FBO, I served as a contract pilot for a corporate company for another five years before hanging up my wings seven years ago.

My wife, Jerry, and I moved from the Libertyville/Mundelein, IL, area to Valparaiso, IN, four years ago to be closer to our son Chad, his wife Teresa, and our two grandsons after Jerry retired from her position as a F/A for United. Our daughter Teryn, her husband Rich, and our two granddaughters moved to the area last fall after spending ten years in Mesa, AZ. Both families are within a twenty minute drive now which makes being grandparents a lot easier.

Two years ago, my cardiologist noted some blockage in my carotid arteries which resulted in triple by-pass surgery. Everything went well and after a period of rehab, I was back to exercising at the local YMCA. Unfortunately, COBID-19 put a halt to that, and I just started back a couple of weeks ago after getting both doses of vaccine.

After 34 years flying, and 41 total years with United, I feel blessed to have had such a rewarding career, although both Jerry and I are thankful that we don't have to deal with everything going on with the industry these days. Thanks to all that keep RUPA and the RUPANEWS going.

Terry

In Memoriam

RUPA members who have Flown West

Richard "Dick" Denver Russell



Richard "Dick" Denver Russell, age 91, of Spruce Creek, Port Orange, FL passed away on 3-24-2021.

Dick was born in Springfield, OH to Denver and Lola Russell on Feb 5, 1930. After graduating from Springfield High

School, he attended photography school and started his own business.

At the age of 20, he developed a passion for aviation that he held for the rest of his life. During the Korean War, he served in the Army at Fort Lewis, WA, where he worked as a photographer and witnessed two nuclear tests in the Nevada desert.

His flying career began with Zantop Airlines, flying the C-46 and DC-3, transporting cargo for the auto industry, as well as supplying the radar stations of the DEW (Distant Early Warning) line, landing on ice sheets in the far northern Arctic region of Canada.

In 1955, he was hired by Capital Airlines flying Viscounts and Constellations. He met a beautiful flight attendant named Wilma Nelson and they married on Nov 21, 1959 in Gowrie, IA and settled in Fort Lee, NJ, moving to Calabasas, CA in 1963.

Capital Airlines was acquired by United Air Lines and Dick continued there for nearly 35 years, flying almost every type of Boeing and Douglas jet aircraft, retiring on the 747 in 1990.



T34-B

For years, he volunteered his time to ALPA (the Air Line Pilots Association union), serving in numerous positions, mostly notably as the Western Regional Safety Coordinator where he was recognized with the prestigious 'Air Safety' award. He continued his air safety work after retirement, working tirelessly to find the cause of the tragic demise of TWA 800 in 1996.

In 1995 Dick and Wilma moved to the fabulous Spruce Creek Fly-in and restored a Beechcraft T-34B, that Dick flew in formation presentations at air shows and memorial events until he was 87 years old.

He founded the Commemorative Air Force chapter in Deland, working to find and preserve World War II-era combat aircraft. His love of aviation was instrumental in influencing and motivating numerous young aviators.

Dick was also an avid Amateur Radio operator (HAM) for much of his adult life, often using his skills and capabilities to connect all parts of the world during normal life and especially during disasters. His first call sign was WB6 INN and eventually AC6M.

Lastly, Richard enjoyed singing and performing with the Seaside Barbershop Chorus & Quartette, delighting many audiences.

Dick is survived by: his wife Wilma, his sons Marc (wife Stephanie) and Jon (wife Denise), his daughter Kristine Davison, son-in-law Aidan Davison and his sisters Doris Thomas and Marian Cobb. He was referred to as Pokey by his nine grandchildren: Jennifer, Jon, Emily, Ryan, Rachel, Kiera, Jacob, Mia and Katelyn and his great-granddaughters Claudia and Verity. Dick and Wilma recently celebrated their 61st wedding anniversary.

A Celebration of Life will be held at a future date.

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

Jerry Buice



Captain Ulus Gerald "Jerry" Buice passed away quietly at home surrounded by family on March 25th, 2021 after a decades-long battle with skin cancer.

Born November 19th 1942, Jerry was a lifelong aviator, inventor and outdoorsman. He grew up in Miami, attended Coral Gables High School and the

University of Florida. He flew his first solo flight at age 16 from Tamiami field. By age 20 he earned a commercial license with multi-engine, flight instructor and instrument ratings and was hired by United Airlines.

Across four decades with United, the last two decades as Captain, Jerry flew nearly 10 million miles in a variety of aircraft including the DC-6, Vickers Viscount, DC-8, 737 and 727. He completed his commercial career on the 747 flying over the Pacific.

He followed in the footsteps of his father, Delta Air Lines Captain Noble "Tex" Buice as an ardent defender of pilot working conditions (safe crew scheduling in particular) and passenger safety through over 30 years of support for the Air Line Pilots Association. Jerry taught himself to code and independently developed effective crew scheduling software before computer science was popular. He was System Schedule Committee Chairman for years and adviser to numerous negotiating committees and a member of the National Flight Time/Duty Time Committee that obtained the FAR Reserve Rest provision and lead up to FAR Part 117.

In parallel with his commercial flight career, Jerry was proud to own, maintain and fly several small private aircraft throughout his life including J-3 and PA-12 Piper Cubs, a Stinson, Piper Aztec, 1935 Bucher Jungmann and Diamond Katana Motor Glider. His lifetime of passion for flight is recognized with his inclusion on the [Smithsonian National Air and Space Museum's Wall of Honor](#).

Jerry loved anything that moved fast including go-carts, motorcycles, boats, and sports cars. He invested his free time outdoors with family and friends enjoying fishing, camping, scouting, biking, boating, jogging, walking on the beach or hiking through the mountains on multiple continents. He naturally loved to travel and felt blessed to visit more than 20 countries. His favorite destinations in the world included Wengen, Switzerland and Sanibel/Captiva, Florida. He also loved coming home from every adventure to the same neighborhood in Boulder, CO for more than 50 years.

Jerry was an avid inventor and tinkerer in his shop, whether rebuilding an engine from the rings up or inventing a novel hinge mechanism, an innovative bread slicer, a pneumatic baseball pitching machine or a wind tunnel to explore wing aerodynamics.

Jerry is survived by his former wife Joanne Buice, sons Carl Buice and Erik Buice and their families including four grandchildren he loved dearly. In addition, he is survived by his adoring sisters Bebe Johnson, Chrisy Woods and their families.

Memorial services will be planned at a future time due to COVID-19. In lieu of flowers or donations to charity, please consider honoring his memory by protecting yourself consistently with sunscreen.

DC-6 

Vickers Viscount 

DC-8 

737 

727 

747 

Flown West

Remembering United Pilots who have Flown West



Info must be received by 15th of month prior to publication.

Click [here](#) for the master Flown West page on-line.

Ulus "Jerry" G Buice	Mar 25, 2021
Michael E Ford *	Mar 27, 2021
William "Bill" L Goleman *	Mar 24, 2021
Robert "Bob" M Heydon *	Mar 10, 2021
Donald "Don" J Madson	Mar 31, 2021
Severino "Sam" Napolitano * (Mgr OPBCM)	Feb 06, 2021
Fred Nord *	Feb 3, 2021
Oakley W Porter	2021
Dick Russell	Mar 24, 2021
Kris "Max" G Tucker *	2021

**denotes RUPA non-member*



United Airlines Pilots Retirement Foundation

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



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Washington D.C. Area

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

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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—randvryan40@msn.com

California

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

Colorado

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

Florida

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

Hawaii

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

Oregon

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

Texas

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

Washington

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

Washington D.C.

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

A Look Back

United Airlines and RUPA History

From RUPArian Rich Adams' collection. Click [here](#) for the story.



3. 1952 — MAINLINER CONVAIR — 270 M.P.H.

The Mainliner Convair contains the most modern air travel features including cabin pressurization for high-altitude comfort, and "C-Band Radar" which enables the pilot to see ahead 150 miles and choose a smooth path through the clouds. The sleek twin-engined Convair cruises at 270 miles an hour and carries 44 passengers, a crew of 2 pilots and 1 or 2 stewardesses, plus 2,800 pounds of mail, express and freight. The two Pratt and Whitney engines develop 4,800 horsepower on takeoff.



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Journal of the Retired United Pilots Association



IN THIS ISSUE

President's Message	Page 3	Articles	Page 6-24
About the Cover	Page 4	Letters	Page 25-37
Local Reports	Page 4-10	In Memoriam	Page 37-38
New Travel Pass Policy	Page 11-22	Calendar	Page 40

Volume 14 Number 5
(Journal 620)
May, 2011

20 years ago - May 2001



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Journal of the Retired United Pilots Association

Volume 3 Number 5
(Journal 502)
May, 2001



Alfred G. ...
PITCAIRN PA-5 "MAILWING"
1927 - 1928

IN THIS ISSUE

Editor's Notes	Page 3	Space Radiation No Threat	Page 9
About the Cover	Page 3	Caravelle Mystery Almost Solved	Page 13
Notices	Pages 4-11	Aces to Aces	Page 20
CAL joins ALPA	Page 7	Obits & Flown West	Pages 32-35
Probe on Fuel Tank Safety	Page 8	Calendar	Page 36



Member Photos

Member-submitted layover and work-related photos. Send to RUPAEditor@rupa.org.



Capt Wayne Robinson retirement flight. DEN 09/19/2019. Photo by DENFO Staff



My favorite SFO arrival from Asia. Nov 2018.
Capt David Witter



Steve Trotta, Capt Mike Oberbeck, F/As Anne and Babs, Jeff Bakewell on the Ponte Sisto on a Rome layover. 10/7/2011



CW: Nancy, Brooks, Alexandra,
& Cort de Peyster.
Retirement flight KSFO-YSSY Nov 2006.



L-R: Rob Grisolia, doorman, Dan Romcevich,
Julia Wood, George Cox - PEK 2008

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