

rupanews



Journal of the Retired United Pilots Association



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IN THIS ISSUE

Member Photos	Page 2	Luncheons / Local Reports	Page 20
In This Issue	Page 3	There I Was . . .	Page 38
Outgoing President's Letter	Page 4	Articles	Page 46
Incoming President's Letter	Page 6	Letters	Page 52
Vice President's Letter	Page 8	In Memoriam	Page 55
Secretary/Treasurer's Letter	Page 10	Flown West	Page 59
Cruise Update	Page 10	Officers-Board-Chairs-Reps	Page 60
This Is Your Captain . . .	Page 11	Luncheon Information	Page 61
From the Editor's Desk	Page 12	A Look Back	Page 62
Travel Report	Page 14	Member Photos	Page 63
UA Historical Foundation	Page 18	Back Cover	Page 64

Member Photos

Member-submitted layover and work-related photos



Dwight Daley. by Wolfman

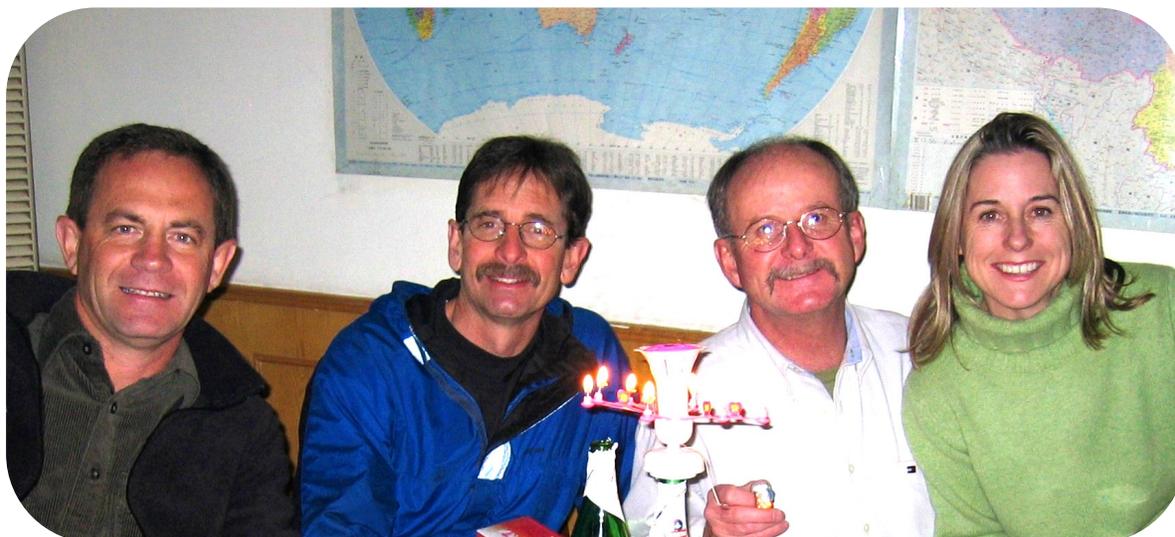
Last UAL 727 Revenue flight. UAL 1639 DEN-OAK 30 Oct 2001.
L-R: FAA Dale Buss, Jim Magette, Dave Conway,
Mark McGurk, George Franzen. by Mark McGurk



Ken Wilson - United Fini Flight. 2017



U2 - Beijing Military Museum - PEK Dec 2005



Dinner at the Red Door. PEK - Mar 2005
Rick Byers, Derek Van Hoesen, George Cox, Leslie Thomas.

[About the Cover](#) . . . A-320 Taxiing at sunset. By Clark Cook, IAH

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

[Outgoing President's Letter](#) . . . **John Gorczyca** welcomes the new President, **Don Wolfe** and introduces the new vice president, **Dan Petrovich**. Thanks RUPA committee chairs and members.

[Incoming President's Letter](#) . . . **Don Wolfe** recognizes the leadership and accomplishments of our outgoing president, **John Gorczyca**. Welcomes new members.

[Vice President's Letter](#) . . . An introduction from our new VP, **Dan Petrovich**.

[Secretary / Treasurer's Letter](#) . . . **John Rains** shares some thoughts on the Presidents.

[From the Editor's Desk](#) . . . Editor George shares his experience at the DEN Good Ol' Pilots luncheon. More on the never-ending drama of scams, spam and phishing schemes.

[Travel Report](#) . . . Our intrepid traveler, **Pat Palazzolo**, shares a Flying Together traveler story.

[United Airlines Historical Foundation](#) . . . United Airlines' past by Marvin Berryman.

[Luncheons](#) . . . Luncheons are picking up. Keep those write-ups and photos coming. 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 UAL materials 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 - "Joining the 700 Club" (701kts) **Steve Jacques** - DEN Ret

Lower—"StarWars - The Rise of Skywalker" UAL 737-800 N36272 by **Victor Gutierrez** - IAH

RUPANEWS (USPS 017-562) is published monthly for members for \$25 per year (see above for how to pay) by the Retired United Pilots Association, 4080 Errante Dr., El Dorado Hills, CA 95762-7636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

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Outgoing President's Letter

John Gorczyca JSGorczyca@gmail.com



Your RUPA Board of Directors would like to present the new RUPA Executive Committee for the 2021 through 2023 term. The Board of Directors, by acclamation, has unanimously elected the following per our bylaws:

- President **Don Wolfe** (Wm), California
- Vice President **Dan Petrovich**, Florida
- Secretary Treasurer **John Rains**, Vermont

All of you are very familiar with Don Wolfe and John Rains who will continue to be on the Executive Committee.

Our new Vice President, **Dan Petrovich**, came to us with a most impressive resume. He has a Bachelor of Science Degree from Barry University and holds an impressive array of pilot certificates with a total of over 21,000 hours. His most recent assignment with United Airlines is as a Boeing 787 Captain responsible for aircraft operations and command in worldwide operations. He has been type rated on the B-777, B-747, B-767, B-757, A-320 and flew as a first officer on the B-737 and B-727 aircraft. I do not know where to start with Dan's extensive record of accomplishments with United Airlines. His background includes being on ALPA's Critical Incident Response Program (CIRP), being a member of United's Top 100 Visionary Leadership Board and the Miami Pilot Domicile Chief Pilot. I could go on but I'm running out of breath, and I would be typing all day long.

Dan has been heavily involved in coaching sports and has coached over 300 teams in a variety of sports both at the youth and adult level. He has been the past baseball commissioner, recording director and President with the Plantation Athletic League.

His memberships include ALPA, AOPA, National Business Aviation Association, Experimental Aviation Association, Airline Pilots Security Alliance and Quiet Birdmen. Dan's Father was a United Captain who retired in 1996 and his brother is currently flying for United as a Boeing 787 Captain. Dan is married to the most beautiful Natalie who attended Florida State on a full softball scholarship.

If I might mention also, she was an All-American and played on two National Championship teams. **Dan and Natalie** have four children, Robyn, Kimberly, Daniel (Alex) and Scott. Most of the aforementioned may be a repeat of Dan's VP Letter but it bears repeating. He brings to RUPA high energy, a volunteer spirit, respect and a wealth of leadership skills that will propel RUPA in a fantastic direction. We cannot thank Dan enough for joining the management of RUPA.

My term as the RUPA President has come to an end and the organization will be left in the hands of three very capable Executive Committee members as mentioned in the above. I cannot express how gratifying it has been to serve the RUPA nation. I do have to admit, I had so much more planned for RUPA had the Covid-19 not struck at the beginning of my term. Needless to say, it has been a true honor and privilege to have worked with RUPA the past four years as the VP and President. The Board of Directors have honestly been the best to serve with as they continued to support me throughout the years.

We now have nearly 4,000 members of RUPA. Our ranks are expanding as are RUPA Area Luncheon groups. It has been a pleasure to work with them particularly on our Zoom calls. We will be starting a new luncheon group in the Atlanta area that will be organized by a recently retired United pilot, **Mike Marcano**. We have a tremendous Facebook RUPA Group web page thanks to the tutelage of **Cort de Peyster**. Our Pass Travel advisor, **Pat Palazzolo**, has provided us with the most interesting articles about vacations spots and travel throughout the world. At the end of **Bob Engelman's** Presidency, we asked him to be our RUPA R&I guru and what an absolutely fantastic

job he has done since. I am always learning so much from Bob. I hope he continues in this position in perpetuity. It goes without saying that our RUPA Area Luncheon leaders have been the bedrock of our social organization. Each of the group leaders are willing to step up to the plate and provide the logistics for their luncheons. Thank you all for all that you do.

Of course, I cannot go on if I did not mention the person who got me into this well-oiled machine of an organization.... **Cort de Peyster**. He has been my mentor and someone each and every one of you can rely on to stand by your side and support you. He has done so much for RUPA. He and his wife, Nancy, are the best and are such rock-solid people. Also, I have had such a wonderful friendship and counseling from **Jon Rowbottom** and **Phyllis Cleveland**. What absolutely superb individuals. As past presidents, they have always set the tone and the best direction of RUPA. I salute you both.

And, as the gavel becomes another's responsibility, I want to salute my friend and compatriot in **Don Wolfe** who has been our VP. Wm and I have had so much in common with our Ohio upbringing and our military aviation background. Wm has accomplished so much in his career; it is so hard to go into much detail. He did tell me he turned down an opportunity for Apollo 14 Commander as the STS 25 Space Shuttle Commander. But he was looking for more of a challenge and he found it at United Airlines. Wow, did I get sucked into that joke. Needless to say, his aviation exploits cannot be compared to anyone else. I think the highlight of what I know about him was being the Captain of the Boeing 747-400 Fleet Week Flight Demonstration Team in SFO. Kudos to you Wm. Welcome aboard as our newly elected President.

At the RUPA Reunion in October of 2019, **Cleve Spring** informed me that he was hanging up the reigns as the editor. After all, he had been a previous President and served so competently for years as the editor. It was at that time I came to the realization that RUPA would not exist if we did not have an editor or the RUPANEWS magazine. And so, it was my task to find the right person to become the next editor. During my United Flying career, I flew with one outstanding individual in **George Cox** and knew of his ability as a leader and his writing and publishing ability. Bingo! I asked George to fill that position and he finally succumbed to my relentless pressure and has been on an upward journey since. The RUPANEWS magazine has become a masterpiece of work and is the finest retired aviation magazine in the world. I think I will nominate George for a Pulitzer Prize. Thank you, George, for all you have done for RUPA. Our RUPA Nation may not understand the amount of time and effort you put in to RUPA and the RUPANEWS magazine. It is a very daunting task.

Lastly, I cannot thank our Secretary/Treasurer, **John Rains**, enough for all he too does for RUPA. I have gotten to know him on a personal basis and have always enjoyed our wonderful conversations. John has always been very much a leader and a person I could always request counsel from. He is one funny and enjoyable person to know. If you read this far in my commentary and if you get an opportunity, please send John a thank you for all the work he does for RUPA. I know he would tell me to.... "forget it....I am just doing my job". Well, big guy, thank you, thank you and thank you.

"At any given moment you have the power to say: This is not how the story is going to end." Christina Miller. And so, I will sign off as your President. Thank you all for allowing me the privilege to be your President. It has been such a pleasure and honor to serve you all. Good luck to you all.

As Always,

*Still Flying High Here,
John Gorczyca*



Incoming President's Letter

Don Wolfe rupapres@rupa.org

Captain John Gorczyca

RUPA President 2019-2021



The RUPA membership list is published annually and sent out to the membership in January. This publication includes a short history of RUPA, useful telephone numbers and a copy of our By-Laws. On the inside back cover there's a list of the Past Presidents. I recognize many of the names on that list. These aviators were the movers and shakers in our pilot group during their flying career followed by service to us as the Presidents of RUPA.

Reviewing the names of past presidents I know 6 of them personally. **Ron Jersey** and I lived in Napa, Ca. at the same time. Ron was an excellent golfer and always a gentleman. Ron would have been an excellent Air National Guard pilot but he chose to fly for the Navy. Ron! The Navy, UA and RUPA were fortunate to have's Ron's service.

I had the pleasure and honor of flying with **Phyllis Cleveland** on the B-747-4. Phyllis maintained a detailed and concise list of the maintenance condition of every 747 jet in the fleet. There was no need to pull an AMSDIS/tail number maintenance report when I flew with Phyl. She had all the facts on the aircraft condition and she could fly a solid jet. Kudos Phyllis!

Jon Rowbottom was on the ALPA C-34 scheduling committee and an LCA on the 747-4 with me. Jon always had his act together and when he spoke, people listened. One of the most memorable flights of my career was a charter with Jon to the Middle East sandbox detailed in the May 2020 edition of the [RUPA news](#). ([The Star Wars bar in Frankfurt](#)) Thank you Jon for everything you've done for us.

Cort de Peyster retired at or near the #1 slot on the seniority list. There is no better Captain to have been in that position. Cort was one of the most respected LCA's to serve the pilot group. Cort attended the ALPA C-34 meetings in full UA uniform including hat and blouse. He walked in to those meetings looking like he'd just departed a movie set in Hollywood. If Cort chose to make a comment, the room fell silent to hear every word. Cort is in the second decade of his corporate jet career and has helped many UA retirees to continue flying past age 65. We appreciate your dedication to all of us Cort.

Bob Engelman was a fellow 78/79 hire. Bob and I worked together at DENTK during his right seat transition to the B-727. Bob is an excellent pilot and a person of impeccable integrity. His leadership in ALPA, as our RUPA president and now as the RUPA R&I Chairman is highly commendable. Bob, thank you for your continued service to our membership.

The January 2022 edition of our RUPA membership edition will see **Captain John Gorczyca's** name added to the "Past Presidents" list. It has been an honor and a pleasure to serve in the right seat for John as the RUPA Veep. In just 2 short years John achieved over 30 accomplishments and improvements for our organization.

First and foremost was the RUPA Reunion in Dayton, Ohio. John organized this outstanding reunion with the assistance of **Rich Bouska**. John set up tours of the Air Force Museum, the Wright Brothers Museums and was the Master of Ceremonies for the RUPA Reunion dinner. John convinced **Bryan Quigley**, the Senior VP of Flight Ops, to be our reunion speaker. He presented trophies of appreciation to our last two RUPA Reunion Presidents along with words of praise. I attended this reunion and noted that everything ran smoothly and on time including the 17:00 Happy Hour. This was an impressive beginning to John's term of office.

John formed the Goldwingers RUPA luncheon group in northern California and brought on new RUPA groups in Las Vegas, the Pacific Northwest, and Houston. He also reestablished a luncheon group on the island of Oahu. The Goldwinger luncheons include a short presentation by John about the airline industry and include handouts. This results in an energetic discussion over lunch with numerous “there I was” stories where the story teller saved the day. At the conclusion of the luncheon there’s a drawing for prizes. John and wife Sharon have discovered the formula for creating a lively and positive luncheon resulting in a monthly attendance of 20-30 people.

The Covid pandemic resulted in a shutdown of RUPA meetings and luncheons throughout the country. John brought us in to the world of cyberspace with regular Zoom meetings. These web-based calls and meetings have established ongoing communications for the BOD, the Executive Committee and RUPA luncheon leaders.

John established a relationship with RUAEA (Retired United Airlines Employees Association) to better relate with their organization. He’s also interacted with the UA Historical Foundation, and established contact with UA CEO, Scott Kirby.

John is a moderator for the RUPA Facebook website. He located and hired our current editor, **George Cox**, following the retirement of senior editor, **Cleve Spring**. George followed Cleve’s excellent lead by continuing the RUPANEWS as a robust and well-received magazine. John also asked George Cox to become the eBlast coordinator so as to disseminate important messages to our membership quickly. John painstakingly updated our RUPA Bylaws and fully supported the idea of the United 9/11 pilots becoming honorary members of RUPA.

Thank you Captain John Gorczyca and wife Sharon for everything you’ve done to improve the RUPA organization and to help us move us forward. Your faithful dedication and tireless efforts are appreciated by each and every one of us in RUPA.

Ok, the Gate Agent has given me the final paperwork and the Jetway is disconnected from the aircraft. **Captain Dan Petrovich** is strapped in the right seat and ready to go. Vermont **John “Mach 2” Rains** and Editor *George* are buckled in to the Relief Pilot Seats and Captain **John Gorczyca** is riding the jumpseat.

“Danno, the RUPA changeover checklist is complete. Start four, ALL FOUR.”

May you find joy in every day!



Captain Don Wolfe

<u>New Member</u>	<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
Capt Daniel “Dano” S Robinson	SFO	Wendy	Carlsbad, CA
Capt David “Dave” A Brown	DCA	Laura Themins	Mesa, AZ
Capt Larry Fournier	ORD	Sue	Greendale, WI
Capt Steven “Steve” D Brashear	DCA	Kathy	Earlyville, VA
Capt Wayne “Joe” J Pierson	DEN	Debbie	Larkspur, CO
Joyce A Wilson	MIAOZ	Chuck	Cocoa, FL
Capt Lynn A Aspegren	SFO	Robert	Vacaville, CA
Cap Edward J Sendelbach	ORD	Suzanne	Poplar Grove, IL
Capt Richard “Rico” D Morales	SFO	Angie	Lake Tapps, WA

Vice President's Letter

Dan Petrovich rupavp@rupa.org



Hello Everyone! I received an email, followed by a phone call, from **John Gorczyca** a couple months ago asking if I would consider a nomination to be the next VP of RUPA. After catching up on old times I told him I'd take this under consideration. After discussing this with the boss, I told John I'd be happy to consider his nomination offer. I've always known RUPA to be a really great group of United pilots and friends and look forward to many years with you all. It's an honor to be asked to be a bigger part of a great organization.

As many of you may know, I came from and belong to a United family. My father, **Ed Petrovich**, was hired in June of 1965 as a DC-6/7 flight engineer. Over the years he also flew the 727, DC-10, and the 747-100/200 and was originally based in ORD. Eventually, he received a bid to MIA and we moved back to South Florida. Dad retired in September 1996 but not before he was able to ride the jump seat with both of us on our first trip after IOE as new captains. When dad flew his retirement flight there were three Petrovich United Captains in the cockpit.

My brother Brian and I attended new hire training in January of 1985 as part of what became known as the 570. Over the years Brian's been involved with both ALPA and United projects including Professional Standards, New Hire Pilot Interviewing, and LCA work on several aircraft. Brian met and married a flight attendant, Kathy. They currently reside in Prescott, AZ. They have two children with a handful of grandchildren. Their son, David, is an Airbus F/O in ORD. I was fortunate enough to have Brian conduct my right seat LCA training in the 787 a couple years ago too.

I began flying in May of 1977 and earned my commercial single & multi-engine, and instrument certificates six months later. Within a year I had my F/E written passed and all of my instructor certificates. Three years and two days to an ATP and flying a King-Air. I flew for several companies before becoming the Chief Pilot and Director of Operations at the Bartow Flying Service in Bartow, FL. I ran a Part 135 charter and 141 flight school and provided pilots for Part 91 pilot service operations. We also sold some planes along the way.

As mentioned above, I was hired in January of 1985. I was later recalled in December of 1985. Since then, I've flown the A-320, 727, 737, 747, 757, 767, 777, and 787. I've been an QC LCA on the Airbus, 777, and 787. I was also an FODM, a facilitator in the Captain's Development Course, a member of the UAL Visionary Leadership Board, iPad and APP Beta tester, multiple special assignments including obtaining our ORD-NRT route authority, and the last chief pilot in MIA.

WE'RE HERE TO HELP

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

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

Check our website www.uaprf.com

As for ALPA, I served on the MEC in MIA Council 150 for two terms and multiple committees including Organizing, Legislative, Strike Preparedness, Family Awareness, and National Affairs Steering. I also worked in Miami with our Eastern brothers during their strike. For the past seven years I've been with ALPA's Critical Incident Response Program where my focus is providing peer counseling to pilots for death/dying/grief issues and accidents in assisting them in finding their way back into the cockpit.

Away from United and ALPA, I've coached over 300 youth teams from recreational league to travel, tournament, high school, and college showcase sports including baseball, softball, basketball, soccer, and flag and tackle football. I served as the baseball commissioner and on the executive board of my city's sports program. I've been an umpire for adult and youth slow and fast pitch softball in recreational, high school, and tournament events. My wife and I have traveled to Hawaii and Europe to play in softball tournaments and have put on softball training schools overseas as well. Currently, I'm a member of the Advisory Board and mentor for Broward College's aviation program, an FAA Aviation Accident Prevention Counselor, and Designated Pilot Examiner. I am also actively involved with the QB's.

I met my bride Natalie in 1977 and we recently celebrated our 38th anniversary. She was an All American softball player at Florida State University. We have four children and four grandchildren. Our oldest, Robyn, and her husband Jason (7 year US Army vet with three tours in the Middle East), are both police detectives and have two little boys. Our daughter, Kimberly, and her wife Lindsey, have two little girls. Kimberly holds a Masters Degree in Industrial Psychology and Lindsey in a marketing manager in a local casino. Our oldest son, Alex, is single and an aviation mechanic for a local seaplane airline that operates 15 Cessna Caravans. Our youngest, Scott, is a 777 F/O for Southern Air Transport hoping to join the United ranks soon. His wife, Sabrynna, runs her own little business with event planning. All of them are athletes in some form or another including Division I college sports.

Natalie and I are looking forward to retirement and traveling together. We both have motorcycles, enjoy scuba diving, love to play golf (bogey golf is now par for us...it's about the beer cart!), try to play tennis, do some home renovations on our place and our children's homes, enjoy our dogs, do a little boating & fishing, and we hold season tickets to the Florida Panthers Hockey team....GO CATS!

As for RUPA, I've been a member since the 90's and am looking forward to my new role with the organization. Having known and flown with many of you I look forward to seeing you again at some of the events. As I move forward into the next chapter of my life RUPA will be a part of that story. I know there's been a lot of "I's" in this document but "I" was asked to let you all know about me as I move into my role here so, there you go.

Fraternally,

Dan Petrovich



Secretary / Treasurer's Letter

John Rains rupasectr@rupa.org



As we make the transition in senior leadership for the organization I wanted to add my thoughts.

Thank you, Mr. President! John Gorczyca has been a fine president and a pleasure to work with. Starting with the convention in Dayton he showed his organizing skills and people skills as he, together with Rich Bouska, pulled off a delightful and incredibly well run event. It all seemed to go on time and as planned. That doesn't just happen. It takes skill. Later he sought to enlarge the Luncheon meetings and get-togethers of RUPA. Through his work and encouragement of others, he started several new groups despite the challenges of the pandemic shutdown of live get-togethers. Those are the life blood of the organization. He leaves RUPA in a strong position for the future. Again, thank you Mr. President!

Welcome, Mr. President! Don Wolfe, a.k.a. "Wolfman" comes to us with a background in leadership of other organizations. I have enjoyed working with him as a part of the Executive Committee and look forward to serving under his leadership. He brings strong people skills to the organization and I suspect we will see additional growth in social groups. Again, welcome Mr. President!

Cruise Update Report



We have had a good early response to the RUPA cruise announcement.

As of this date (8/13/2021) we have 9 cabins booked for our group.

Members who want to go are **Bob and Cindy Benzies, Rich and Georgia Bouska, Bob Niccolls**, his Son and his Daughter, **Jim and Chrispy Peterson, B.S. Smith**, and **Cleve and Rose Spring**. *

We hope many more join us. It is my hope that by this time next year the Covid issue will be behind us and no longer a threat to travel. And who knows, the way global warming is going, this may be one of the last chances to see so many glaciers.

You can view the cruise information on our website- rupa.org. All are welcome, friends, family and neighbors.

Rich Bouska

* Names published with permission.



**"Ladies and Gentlemen,
This is your captain speaking ..."**



... If you look out the right side of the aircraft you will notice flight 858 challenging us to a race. I've turned on the *Fasten Seat Belt* sign again. Please sit down and buckle up because it's gonna get real!



... It might get a bit windy and noisy for a few seconds while my first officer takes a selfie. We'll get things back to normal shortly. We appreciate your patience.



... I'm working from home today. Flight Aware says we're right on course and The Weather Channel says the destination weather is great.



... The lights and video will shut down for a moment while we do a Ctrl - Alt - Delete up here. In the meantime, could any Microsoft Certified Professional please ring your call button.

From the Editor's Desk

George Cox rupaeditor@rupa.org



This month I attended my 2nd RUPA Luncheon. My first one was with the SW Florida group in Mar, 2020 in the "Before Times" - the time before the Coronavirus.

I was the new RUPANews editor and knew absolutely no one there but what a fine group of folks. Thank you **Gary Crittenden** and **Dot Prose** for your hospitality.

This month, at the Denver Good 'ol Pilots luncheon, I saw several familiar faces from my days as an Academic Instructor (AI) at TK: **Dick Grant**, **Cliff Lawson** and **Bruce Munroe**. None of us had changed a bit. LOL

From my line days, familiar faces were **Rick Bebee**, **Sam Fry**, **David Grinton**, **Greg Maxwell** and **Steve Jacques**, all of which brought back fond memories. One in particular was with Greg on a Shanghai layover. The crew was sitting around the grill having dinner at a Benihana-type restaurant. An Australian customer struck up a conversation and introduced his Filipino date and Greg just starting speaking with her in Tagalog. We all just looked at him thinking "Dude, where'd that come from?" It seems Greg took a few language courses while stationed in the Philippines.

One lasting bit of advice I received over 25 years ago from **Steve Jacques** still plays an important role as your editor. I was fresh out of IOE and Steve had to put up with this new first officer, who previously had no turbine time, nor any piloting experience at the flight-levels. Yea, I had an ATP and worked for a couple of regionals flying piston twins in the lower strata, but still wet-behind-the-ears in this high-tech 737-300 I was flying.

Flying with Steve was extremely rewarding; it was so rewarding he deserved a documented accolade. I penned an outstanding Letter of Appreciation to the DEN Chief Pilot. At least I thought it was outstanding, but when the flight office acknowledged receipt, along with a copy of my letter, I re-read it and was appalled and embarrassed. Typo city and misspellings!



Editor George & Steve Jacques

The next time I saw Steve I apologized for my "F" grade paper; OK, maybe a D- but certainly an A+ for good intentions. His comment - "George, I find that when I'm done with a letter, I set it down for a short while and re-read it before sending it."

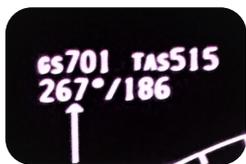
Ah, that's why you're the captain. Got it! That stuck with me and, with the exception of quick Facebook posts and texts, I try to do that religiously. Hopefully it shows in the *RUPANews*. Thank you for your words of wisdom Steve.

I should add that Steve did share a story about the new guy (me), which I had conveniently forgotten over the years, and there is certainly no need to embarrass myself here. He tells me it had something I asked him about an ECA "fix" when copying the FMC abeam points after getting cleared direct. As I said, I have no knowledge about that so-called event.

Thank you **Tom and Sue Johnston** for your hospitality and organizing a great luncheon.



700 Club Challenge



You may have noticed that we include photos from RUPA members or UAL employees on the back cover. The aforementioned **Steve Jacques** sent one from a climb out of NRT. He was pretty excited about joining the *700 Club*. Check the photo on the back cover and there it is on the black and white . . . and green, and blue, and magenta screen - [GS 701](#). As we were finalizing the magazine to go to press, I got another *700 Club* photo that was GS 712; sorry Steve. That gave me a thought, why not have a bit of competition among friends?

The challenge is on. Send in those groundspeed photos. The only caveat - UAL equipment only. None of this "I flew at Mach 2 stuff" You know who you are. LOL

Retiree badge. I have a UAL Retiree badge. I had it with me at the luncheon and several folks wanted to know where to get one and what is the benefit. One distinct benefit is you don't have to make a name tag when at a luncheon. Other than that distinct advantage, one can go down a rabbit hole whether or not one feels it is worthwhile. Folks say they get meal and hotel discounts, etc. with it. It will not get you through the Crew Line at the airport and certainly not the Known Crewmember line. If you want one, it is available on Flying together and current the path is Flying Together > employeeRES > Quick Links > Employee Links > Retiree badge.

The current cost is \$35 payable with PayPal on Flying Together.

Take care,

Editor GeorgE

More Scams, Spams and Phishing

Common Scams (Click title for link). Ref <https://www.consumer.ftc.gov/features/scam-alerts>

- [Social Security Scams](#) - Scammers pretend to be from Social Security Administration and try to get your social security number or money.
- [Phone Scams](#) - These tips can help you hang up on a phone scammer and hold onto your money.
- [Phishing Scams](#) - Scammers use email or text messages to trick you into giving them your personal information.
- [Unemployment Benefits Scams](#) - Imposters are filing claims for unemployment benefits.

Most Recent Scam Alerts (Click title for link).

- [WARNING: Email from FTC Chair Lina Khan about Coronavirus money is fake](#)

Scammers are impersonating FTC Chair Lina Khan in a new phishing scheme. The email says the FTC wants to send you Coronavirus relief funds and tells you to send some personal information, like your name, address, and date of birth. The FTC is not distributing Coronavirus economic stimulus or relief money to people. The email is a scam. Don't reply.

- [Think stem cell therapy can treat your ailments? It may pay to think twice](#)

People are living longer than ever before. As we age, it's common to develop new aches, ailments, and illnesses — and then we often go online to learn about products and treatments to help maintain and improve our health. But a word to the wise: there's a lot of false and misleading information out there, including what some promoters are saying about stem cell therapy. The truth is, stem cell products have not been shown to be safe or effective for most ailments, and could actually be harmful.

Travel Report

Retiree Travel information



September 2021

Captain Pat Palazzolo

rupapasstravel@rupa.org

Employee Travel Center (ETC) is not currently answering their phones or email.

Hello fellow aviators,

SFO A-320 **Captain Scott Cooper** has agreed to share his recently published article in "Flying Together" about riding the Indian Pacific across Australia. Enjoy, and thank you Scott!

Indian Pacific train journey across Australia

By SFO A320 Captain Scott Cooper

Of all the most memorable and celebrated train journeys in the world today, the [Indian Pacific in Australia](#) has to rank near the top of any list. Linking [Sydney](#) on the East Coast to [Perth](#) on the West, this epic journey covers 2,704 miles over the course of four days and three nights. The Indian Pacific takes its name from the two oceans that it connects on its transcontinental journey and offers passengers one of the best and most comfortable ways to see Australia.

My journey began at Sydney's [Central Railway Station](#) on a warm January afternoon. The atmosphere was more akin to an ocean liner sailing than a train



departure, with a live band, drinks and canapes served before boarding. The train itself was so long that it occupied two complete platforms, over a kilometer long, and was recoupled once the journey began. With the "All aboard" call, I was escorted to my cabin and home for the next four days. There are two classes of service available, Gold and Platinum, and each offers a bed. My cabin featured two beds (no cabins are shared, unless you are travelling with family or friends) as well as private lavatory and shower facilities. Despite the long journey, the train only makes four stops across the entire Australian continent. During

these stops, the train is cleaned, restocked, and refueled, and passengers are given the opportunity to participate in any number of "shore" excursions (all of which are included in the fare), or simply remain on board and relax.

The first afternoon was spent departing Sydney and climbing through the spectacular [Blue Mountains](#). Each class of service features its own lounge/parlor, and dining cars, with an open bar throughout the entire journey. The dining car service harkens back to the golden age of rail travel and is truly an epicurean delight, with menus changing daily for each meal served. The food served is typically Australian, with beef, lamb, seafood, and yes, even kangaroo making an appearance on the menu! While at dinner, the car attendants convert the living room portion of one's cabin into a bedroom, even providing a turn down service. The beds and covers are very plush and comfortable, affording a wonderful night's rest while being gently rocked to sleep by the motion of the train.

Early on the morning of the second day (0630), the train pulled into [Broken Hill, New South Wales](#). Passengers were given the opportunity of sleeping in or going on a tour of the town, including the miner's memorial and union hall. Back in the day, Broken Hill was a mining town, but today, it's known more for the arts and being a movie location (Mad Max: The Road Warrior and Priscilla, Queen of the Desert, to name a few). It's also the gateway to the vast [Outback](#). After the tour, we were underway once again, crossing into [South Australia](#) early in the afternoon.

Pulling into [Adelaide](#) shortly after lunch, passengers were offered various tour options. I chose to go on a tour of the [McLaren Vale](#) wine region, complete with a winery tour ([Coriole Vineyards](#)) that included a lesson on cheese and wine pairing. Following dinner at a beautiful restaurant overlooking the South Australian Coast, we proceeded back to the station for a 9 p.m. departure.



Australia is a vast country with states that take days to drive through (or hours to fly over) and traveling by train certainly gives one an appreciation of the size and remoteness of the Outback...we were still in the state of South Australia after day three on the train!

The third stop we made was at the tiny community of [Cook, SA](#). Population? Less than ten. After a quick walk through the town while the train was being refueled and recrewed, we were off again. After a couple of hours, we crossed into [Western Australia](#) and set out across the [Nullarbor Plain](#). This flat, treeless part of the Outback features the longest stretch of perfectly straight railroad track in the world, without a single curve or turn for almost 300 miles! This stretch affords the perfect opportunity to relax in the parlor car with a great Aussie wine and good book (perhaps Bill Bryson's "In a Sunburnt Country").



Later that evening, the train made its final stop at [Rawlinna](#), Western Australia, where everyone disembarked for "dinner under the stars" in one of the most remote locations in the Outback. Around 9 p.m. the train was underway again for the final leg of the journey to [Perth](#). After a nightcap, it was off to bed for the last night on the train. Dawn broke early on day four in Western Australia. After breakfast, it was time to get packed back up for an early afternoon arrival into Perth. Shortly after lunch, and 73 hours on the rails, spread out over four days and three nights, the mighty Indian Pacific completed its crossing of Australia, arriving into Perth. Perth is truly one of the most

beautiful and livable cities on the planet. I was fortunate to spend a few days exploring the city along with the [Margaret River wine region](#) and the coastal town of [Freemantle](#), catching up with old friends I used to fly with overseas several years ago.

Flying back to Sydney a few days later, the short four-hour flight and view from 35,000 feet somehow seemed less glamorous and connected to this incredible continent. In today's age of instant communications and ability to travel from any point on the planet to another in mere hours, the concept of transcontinental train travel seems quaint, if not from a bygone era. Personally, I would highly recommend taking the time to slow down and savor the journey; enjoy a closer connection with the land and people in your travels...The Indian Pacific is an ideal way to do so.



Heroes of United Flight 93 Remembrance Gala
Saturday, October 2, 2021 | 5-10 p.m.
Gaylord Rockies Resort & Convention Center
Aurora, Colorado

In remembrance of the 20th anniversary of the 9/11 tragedy, the Heroes of Flight 93 Remembrance Gala will be held this fall to honor the memory of those lost in the Sept. 11 attacks. The event, which benefits the [Captain Jason Dahl Scholarship Fund](#) and The [LeRoy W. Homer, Jr. Foundation](#), is held every five years and raises money to sponsor future aviators with scholarships.

The theme of this year's event is "Heroes are not Forgotten" and will include a silent auction, followed by dinner, a keynote presentation, and a live auction.

The event will include keynote speaker [Heather "Lucky" Penney](#), a U.S. Air Force Pilot whose mission was to shoot down Flight 93 (if needed) on Sept. 11 to prevent it from hitting its intended target. United Airlines Pilot and retired U.S. Navy **Captain Denny Flanagan** will serve as Master of Ceremonies.

"We, at the Dahl Fund, want to honor and pay tribute to Jason and all of the heroes on 9/11/2001 who paid the ultimate sacrifice protecting their country," said Thomas W. Bush, President of The Captain Jason Dahl Scholarship Fund. "Our focus is to turn that tragic day into something good by providing scholarships to young aspiring aviators reaching for their dreams."

To date, the Captain Jason Dahl Scholarship Fund has awarded \$404,000 in scholarships to 196 recipients from 42 schools.

Gala sponsorship opportunities are available, and tickets are currently on-sale.

For more info on the Heroes of United Flight 93 Remembrance Gala, visit www.flight93heroesgala.com.

About Captain Jason Dahl Scholarship Fund

Jason M. Dahl was an airline transport pilot for United Airlines from Denver, Colo. He was the Captain of United Airlines Flight 93 which was hijacked at 9:28am on Sept. 11, 2001, subsequently crashing at 10:02 a.m. in a field near Shanksville, Pa. instead of its intended target, the U.S. Capitol Building in Washington. It is believed that the hijackers were subdued by the heroic actions of the passengers and crew on board.

In 2002, the [Captain Jason Dahl Scholarship Fund](#) was established to provide deserving aviation students a scholarship grant in Jason's name. Originally available to students at Dahl's Alma Mater, San Jose State University and Metro State University in Denver where Dahl lived, the program has since been expanded to national status as an IRS recognized 501(c) 3 non-profit program supported through corporate and individual donations alike.

Employment Status of Dahl Fund Scholarship Winners:

- 4 Pilots at United Airlines
- 10 Pilots at other Major Airlines (Delta, British, Spirit, Frontier)
- 42 Pilots at Regional Airlines
- 6 Military Pilots
- 17 Corporate / Commercial Pilots
- 26 other Aviation / Aeronautics related positions (NASA, Jeppesen, Airport operations, etc.)
- 46 are still students

About The LeRoy W. Homer Foundation

The [LeRoy W. Homer Jr. Foundation](#) was created in memory of LeRoy Homer, First Officer on board United Airlines Flight 93, who along with Captain Jason Dahl fought against the hijackers who had planned to fly the aircraft into the U.S. Capitol. The foundation's mission is to encourage and support young adults who wish to pursue aviation as a professional career.

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.

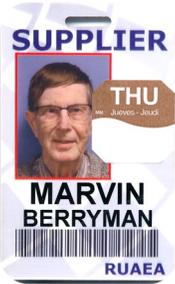
If donations exceed \$5000, we will get a bigger plaque. As pilots, we all know, bigger is better.

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

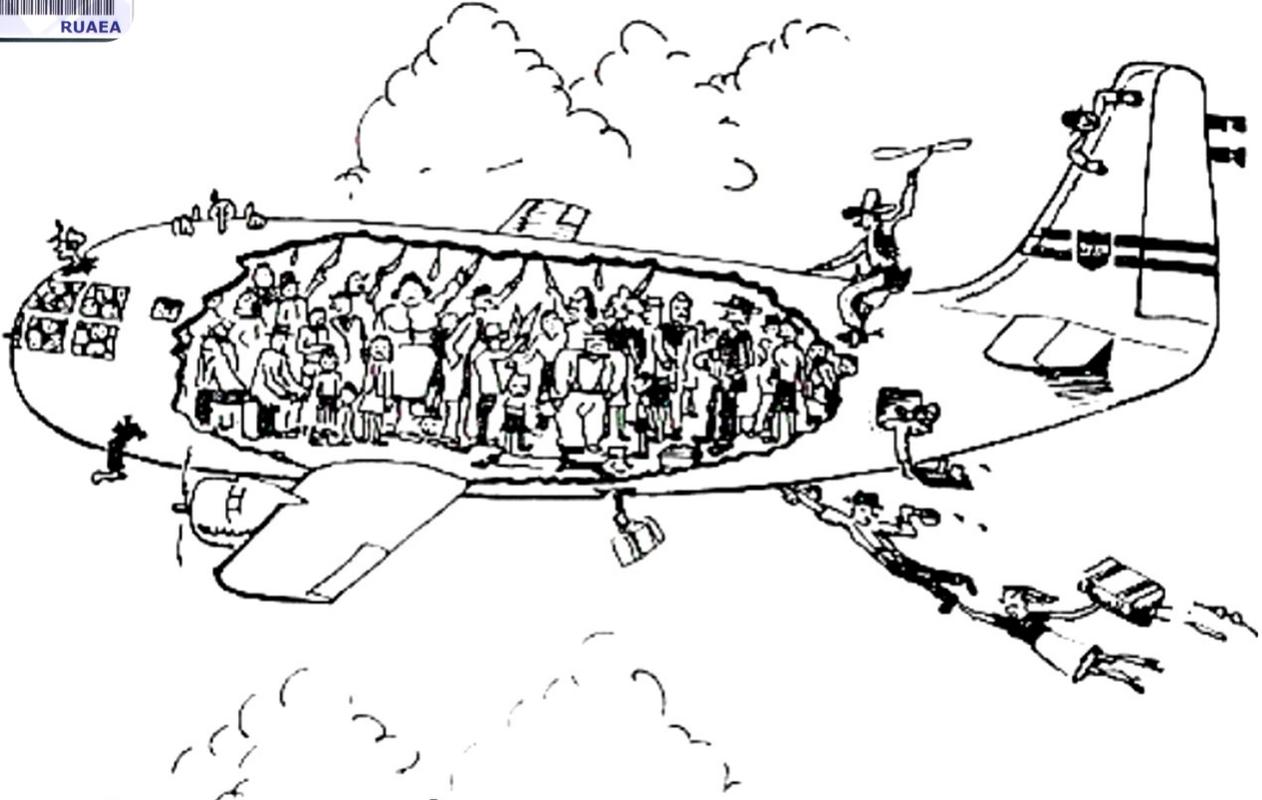
Joe Claffey, RUPA member



[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)



United Airlines Historical Foundation
"Preserve the Past, Inspire the future"
www.uahf.org



“Let’s have more passenger accommodations so we can sell more seats per plane.”
Harold Crary, Vice President - Traffic and Sales



“An Engineer’s Life is not an easy one” - So said W. C. Mentzer, Vice President - Eastern Operations (left) and W. W. Davies, Acting Director of Engineering, at the conclusion of their part on the 1947 Sales Show program.

The cartoons, which ‘point up’ the widely divergent ideas of United’s various departments and administrations as to what is necessary in a new airplane, were flashed on a screen as Mentzer and Davies held imaginary conversations with other United Airlines officials.

The cartoonists were L. D. Hagstrom and R. S. Yopp of Chicago Engineering.

The other departments and administrations included: Passenger Service, Flight Operations, Cargo Service, Communications, Finance and Maintenance.

Marvin Berryman DENTK Retired. - We are 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** - email: tagoodyear@aol.com or phone: 1 303-696-7001





**OCT 3RD
10A -2P**

**PLETHORA OF PLANES
COPIOUS CARS
RIFE WITH ROCK & ROLL
FANTASTIC FOOD & DRINKS**

UMHP appreciates the generous support of:
ALPA C33 & C93



UMHP is proud to present an exclusive event for United Airlines Flight Operations employees, retirees and their families to share their passion for our community, aviation and automobiles.

100% of net proceeds donated to:



RUPA presents this information to our members from Capt. Ryan Pontious, DEN B-737, on behalf of the Uniting Mile High Pilots Organization. The event is completely organized, supported, funded and run by UMHP whose members are United flight operations and flight training center employees. See Q&A's [here](#). It in no way indicates a RUPA endorsement. *Editor GeorgE*

A \$25 donation (\$10 kids 4-18) is requested to attend.

As this is a fund raiser to support the [AeroAngel charity](#), we will not be offering discounts, but free entry is offered to those who bring a fly-in aircraft, a car rally vehicle or volunteer the day of the event.

Fly-in Pilots* Receive:

- Free entry
- 2 Free Guests
- 1 T-shirt

Car Rally Drivers* Receive:

- Free entry
- 2 Free Guests
- 1 T-shirt

Volunteers* Receive:

- Limited but 5 RUPA slots
- Free entry
- 2 Free Guests
- 1 T-shirt
- Free Lunch

* Aircraft, vehicle and volunteer registration will be only be available through our website — no phone or email registrations.

Capt Pontious will arrange a point of operations for RUPA members to rally (Ask at check-in).

More information available at their website: <https://www.unitingmilehighpilots.com/>



Luncheons / Local Reports

Check the Luncheon Information page for your area

Big Island Stargazers

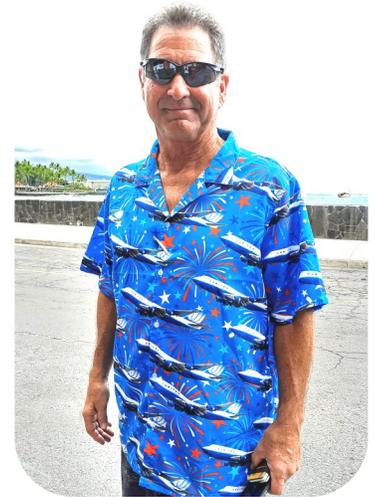
We had a great July luncheon and it was nice to be seated at the same table. **Tim O'Neill** was our fashion guru of the day with his colorful United B-747 shirt. Here is the website where you can purchase one--or choose from many different aircraft types: <https://merchgears.com/collections/hawaiian-shirt>

Our thoughts and prayers remain with **Joan and Gerry Baldwin** who are at the Phoenix Mayo Clinic for Joan's liver transplant. Unfortunately, Joan suffered numerous complications from a recent fall and has been removed from the active transplant list until her current medical condition is resolved. Joan enjoys receiving emails from friends, and you may contact her and Gerry at gerry@gerrybaldwin.com

If you are in Kailua-Kona on the third Thursday of the month, join us for our luncheon at The Fish Hopper restaurant. Stay safe.

A hui hou...

Linda Morley-Wells



Fashion Model
Tim O'Neill



Photo L-R: Don Diedrick, Tim & Mary O'Neill, Linda Morley-Wells, Walt Wells, Ebby & Lex Pinson, Richard Morley, Bill & Linda Hayes. Missing the photo op was Beth Raphael.

SAC Valley Goldwingers

Great discussion today about Covid avoidance and the future precautions that may be instituted throughout the country. We also discussed the California Airshow coming to Sacramento that will feature the [Air Force Thunderbirds](#) and the [Canadian Snowbirds](#) slated for September 25-26, 2021. **Dave Leippe** gave us a detailed informational briefing about the upcoming event as he is one of the event organizers. Well done Dave.

Kathy Lynch reminded us that United will go to an exclusive catering system for our United flights. This will probably decrease the number of United employees in the kitchens.

That is about all from this west coast fun in the sun crowd. Keep the shiny side up.

Still Flying High,

John Gorczyca



Back row L-R: Bob Lynch, John Gorczyca (Taller due to Covid Avoidance), Lori Muir, Dave Leippe, Marv Alexander, Bill Authier, Ken Ledwith and Lance Engeldinger.

Front row L-R: Kathy Lynch, Sharon Gorczyca, Linda Akin, Julie Akin Bauer, Ed Akin, Dave Ulm, Joni Cordano, Karl Winkelbrandt, Andy Fossgreen and Trudy Engeldinger.

SFO North Bay Group

The North Bay group had a very nice get together at [Cafe Bellini](#) in Petaluma on our usual first Wednesday in August, the 4th. Lots of tales to tell and **Rick Saber** had pictures of his recent trip to Wisconsin where he had a chance to get some upside down time in a friend's Zlin aerobatic machine. A thrill a minute.

A few members sent regrets for not being able to attend. Appointments and COVID bug leery.

If you are in the area and would like to join us, first Wednesday of the month, 11:30 meet and 12:00 pm sit down. Cafe Bellini, 100 S.McDowel Blvd, Petaluma.

*Per Ardua,
Barney*



L-R: Carol Reed, Rick Saber, Kathleen Billings, Bob Billings, Larry Whyman, Gary Koverman, Jules Lepkowsky, Barney Hagen, Garner Bride and John Reed.

Ruparians

Have any great UAL memorabilia?

Include it in a photo of yourself when you send in your "There I was. . ." story or annual letter.



Florida Treasure Coast Sunbirds

Two (2) Terrific hours at [Shrimper's](#) once again for our T C Sunbirds. Our August 10th Luncheon was very typical for this time of year with 9 members attending, perfect WX as we gazed out over Manatee Pocket with all of it's beautiful yachts and boats with lots of good stories and conversations. Our food was served by Kenzie and her helpers very efficiently and was enjoyed by all.....but, we'd have it no other way. 🍷

Some of the topics discussed included (but were not limited to) UAL Mandatory Covid Shots, the +'s vs. the -'s of getting the shot, the 'not so good' F/O's that our Captains flew with - with accompanying stories to 'document' the various happenings and occurrences 🤔, the future of electric cars and FUN 🎉 Layover stories and events that we've all experienced one way or another.

Those in attendance were: **Jerry Holmes, Joe Piazza, Ted Osinski, Duff Daily, Andy Lambert, Paul (Rambo) Ramdial** (who drove up from MIA), **Jack Boisseau, Don Jefferson** and **Bob Langevin**. At about 1:30 PM or so, we called it a day and were all off to do the things that Retired people do.....👁️.....which means the 'things' that we didn't get to yesterday because we were so busy!

Our Luncheon Meeting in September will be on the 14th at Shrimper's (in the Port Salerno section of Stuart) at 11:30. If you happen to be in the area, Stop in to see us, we'd love to have you join us. Meanwhile, have a Happy and SAFE Labor Day Holiday and looking forward to the start of the NFL Season (Go Dolphins) and College (Go Fla. St. Seminoles) Football Seasons. That's it for now guys but we'll be back in touch in about a month or so from now.....👍

*Cheers and Adult Beverages to All,
Bob Langevin*



Kenzie
Our Server / Photographer



(L-R Clockwise) Jerry Holmes, Don Jefferson, Andy Lambert, Duff Daily, Joe Piazza, Paul Ramdial, Ted Osinski, Bob Langevin and Jack Boisseau.

Denver Good Ol' Pilots

On August 11th, for the first time since March 2020 and the COVID shutdown, 27 Denver Good Ol' Pilots and guests resumed our monthly lunch meetings. Our venue has changed. We now meet at **The Golden Corral Buffet and Grill** in Aurora, CO on the second Wednesday of the month. As the name implies, there is an extensive variety of entrees, salads and desserts served buffet style. Our group is provided with a separate room for our meeting and lunch.



L-R: Sue & Tom Johnston, Frank McCurdy, Rick Bebee, David Horwitz.

After lunch, **Ted Wilkinson** began our meeting with some humor. Next, members discussed current local issues.

We welcomed "The RUPA News" editor **George Cox**, who lives in Colorado Springs, to our meeting for the first time. He spoke about some helpful features of the electronic version of "The RUPA News".

We also welcomed two more first time attendees, **Greg Maxwell** and **David Grinton**. After two years in The Marine Corps, **David** began flying in 1973 at Hyannis, MA. He graduated from Metro State University of Denver in 1974 with a degree in Aerospace Sciences with emphasis on the B 727 Flight Engineer rating and Commercial, instrument and multi engine ratings. He then flew for Pioneer Airlines and Aspen Airlines. He was hired at United in 1990. He began as a B-727 Second Officer and ultimately flew the B737, B727



L-R: David Grinton, Greg Maxwell, Steve Jacques, Cliff Lawson, Dick Grant.

and B747. He retired in February 2016 as captain on the B737 based in Guam. After retirement at United, he worked at the FAA as an Aircrew Program Manager in The UAL Certificate Management Office where he had multiple extensive duties with oversight of many aspects of the UAL Training Center. David retired from The FAA on August 1 this year.



L-R CW: David Grinton, Susan Hytinen, Partial view of Dick Grant, Mark McGurk and back of Rick Bebee. Sue Johnston in background.

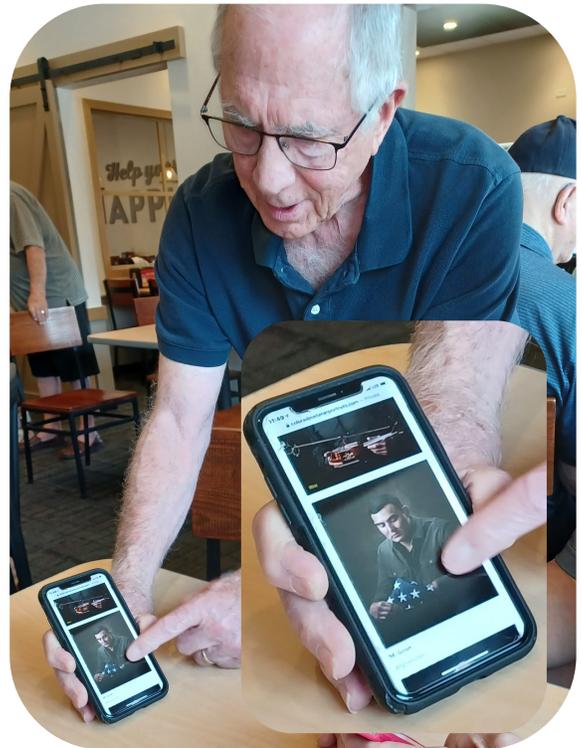
Upon graduation he flew charter, corporate, commuter for Atlantic Southeast Airlines, and freight for Jet East Express one. He was hired by Braniff in 1979, trained as an FE on the 727, but never flew the line. He flew most of the airplanes made by Cessna, Piper and Beechcraft, the King Air 90, Beech 18, Bandeirante, Brasilia, Lear 24, Citation, Convair 440, DC3, and the Bell Jet Ranger helicopter.

Hired by United in December 1988, he flew the B737, B727, B757, B767, B777 and B747 with type ratings on all but the B737. He volunteered numerous times over his career to help United in CLR, Pilot interviewing, and special projects. He helped ALPA with family awareness during the bankruptcy.

He is enjoying traveling in retirement with his wife Julie, and very proud of his two sons Michael and Jacob, both Mechanical Engineers, one with Lockheed Martin on NASA assignments, and the other with Johnson Controls. Greg retired in Dec 2017 out of IAD as Captain on the B777.

Greg enlisted in The US Navy in June of 1970. He served for 4 years in Communications Radio and Navy intelligence with a top-secret security clearance. He served a year in Vietnam in 1972 aboard The [USS Wichita AOR1](#) on the signal bridge. During his military service he began flying light aircraft on his own mostly in military aero clubs.

After the Navy duty he enrolled at Southern Illinois University where he worked as a flight instructor while completing his BS degree in Aeronautical Science.



Cliff Lawson sharing some of his Veteran's Project photos



L-R: Paul Stabnow (Guest of George Cox) and Rick Steele.

Attending were Rick Bebee, Ray Bowman, George Cox and guest Paul Stabnow, active pilot Sam Frey, Dick Grant, David Grinton, David Horwitz, Susan Hytinen, Steve Jacques, Doug Johnson, Tom and Sue Johnston, Ron Juhl, Dick and Jeanne Kobayashi, Cliff Lawson, Greg Maxwell, Frank McCurdy, Mark McGurk, Bruce Munroe, Marc Pasewalk, Keith and Shirley Patton, Rick Steele, Ted and Rose Wilkinson.

Tom

JAX Florida First Coasters

And you wonder why we love Florida? Perfect summer weather, great friends and wonderful places to gather.

The First Coasters were living high as guests of **Jerry Bradley** at *The King and the Bear Country Club* for our August Luncheon. We had it all. And for airline folks, we could act just like the full fare regular members. Reserved seats, didn't have to eat cold food from trays on our laps and didn't get a sour look when I called out for service "OH MISS". I only had to snap my fingers once, and Wow "Hot Stews".

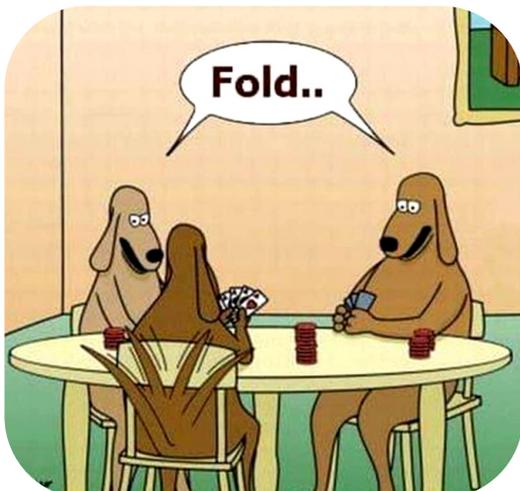
With it being a small group, the conversations had an easy flow. Stories galore. And, we were able to put our worries behind us. Not even a word about the COVID was spoken. How do we keep coming up with these wonderful Luncheons?

Keep Your Seatbelts fastened. We're now working on next month. Tuesday, 7 Sept. Keep the date open.

Frequent Flyer
Jim Peterson



L to R: Randy Cheshire, Jerry Bradley, Chris Cheshire, Nancy Johnson and Yours Truly.



"Siri, Why am I so bad at relationships with women?"

"This is Alexa."

LAX South Bay Group

We had a good turnout for lunch, and hope to do even better next month. It will be the second Thursday of September, 11:30, at [Mimi's on Crenshaw](#) near the Torrance airport. Come for lunch or just to say hello.

Sharon



L-R Clockwise: Sue Tyree, Sharon Crawford, Helena & Tom Reidt, Arvi & Sue von Nordenflycht, Loyd Kenworthy, Don Crawford and Perry Cockreham.

The people whose first instinct is to smile when you make eye contact with them are some of Earth's greatest treasures.



DCA Lunch Group

On Wednesday, July 21st, twenty-one Pandemic Weary Folks gathered for lunch at JR's Stockyards Inn in Vienna. Alphabetically they were **Jon Beckett, Cathy Berdahl, Gil Coshland, Amy and Gene Couvillion, Kevin Dillon, Paul Gilson, Betty and Bob Goodman, Ellen and Larry Grube, Bob Hugley, Gail and Ron May, Cathy and Don Reinhard, Linda and Bernie Schwartzman, Fred Streb, Stokes Tomlin and E.K. Williams.** (A lifetime of Ws always being at the end of the line.)

As usual, we began with a period of silence remembering those Flown West since our last lunch. **Bill Golemon, Deke Clark, Billy Welborn, Bob Collings and Betty Malone.** We missed **Hal Cockerill** and **Gary Cook** at the check-in table but thanks for a job well done to **Gene Couvillion** and **Stokes Tomlin.** Must not overlook **Jon Beckett** who hawked the 50/50 which was won by **Fred Streb.** Fred, by the way, returned his half to the Pilots Foundation memorial kitty. **Cathy Berdahl** and **Gail May** were two new faces to welcome. There was discussion round the tables of UAL and the extremes of SST and the short range Electric ES-19. It was noted that the PBGC is requiring establishment of new account with complicated security enhancements. Complicated for those of us with cell-phones as opposed to smart phones. It came time for **Bob Goodman,** the Senior Officer Present, to plunge his hand into the Golden Vessel of Uncertain Heritage. Door Prize tickets were drawn for **Fred Streb** and **Bob Hugley.**

Our next Lunch is scheduled for October 20th, the 3rd Wednesday. But before that will be Leesburg and Manassas Breakfast gatherings and the Dinner in Hagerstown. Watch for the announcements and as the man on TV says, "Cuumme Awwnnn Downn!".

E.K. Williams



L-R: (Humor) E.K. Williams, the back of Catherine Reinhard, Bernie Schwartzman, Jon Beckett, Linda Schwartzman, the back of Gil Coshland, Kevin Dillon, Bob Huguley, Fred Streb and Larry Grube.

On the table is the "Golden Vessel of Uncertain Heritage, far in the back Gail & Ron May, and Gene Couvillion, the Money Changer.

I dusted once.
It came back.
I'm not falling for that again.



CW at the Long White Table, Cathy Berdahl, Gail & Ron May, Fred Streb,
Larry & Ellen Grube, Amy & Gene Couvillion.

ORD - The Joe Carnes RUPA Group

*The Joe Carnes
Illinois RUPA Group Luncheon
Tuesday, Sept. 14th, 2021
Golf Club Of Illinois
1575 Edgewood Rd., Algonquin, IL 60102*



Cash Bar: 11:00 AM Social Hour
Lunch: 12:00 Noon

Cost: \$25.00 Per Person
Pay At The Door

- The Golf Club of Illinois will host our September get-together with great food and service featuring their always-popular Premiere Luncheon.
- A plated salad and buffet lunch with some new items for us will be topped off with dessert. Bring on your appetites.
- Registration required - The Golf Club needs a head count Tuesday, 7 Sept.
- Contact **Walt Fink** with your first & last name. Include any guests too.

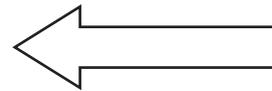
ORD - Greater Chicago Area Group

Our first area luncheon since March of 2020---great turnout of 51 RUPArians and guests on 13 July 2021. Thanks to everybody for a super get-together.

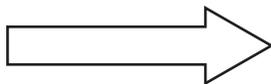
November 9th: The Greater Chicago RUPA Luncheon Group will be what we've informally started calling our Salute To Veterans get-together, since it occurs within a few days of Veterans Day and those of us who're still able to fit into any of our old military gear are invited to wear it. Good for some laughs anyway.

Scott Joseph's arranged for a special guest to join us---**Jim Daniels**, a docent at the [Museum of Science and Industry](#) like Scott, but a docent on the [U-505](#), while Scott works with the UAL 727 display. "Did you know we fly submarines like you fly airplanes?" was Jim's question to Scott, and that began the discussion which led to Scott's asking Jim, a former submariner, if he'd be willing to come to one of our luncheons and speak to us. He agreed, and we figured our November get-together with its semi-military theme would be perfect.

Bob, Dick, and Walt



CW around the table:
 Larry Sandford
 Clarence Copping
 Brian Leiding
 Jan Fink
 Jan Gawenda
 Warren Jepson
 Larry Cabeen,



CW around the table:
 Muriel Bergsma
 Ken Bergsma
 Dave Runyan
 Phil Pignataro
 Dick Kane (in the background)
 Marj Nelson
 Howard Nelson
 Eva Bair
 LeRoy Bair
 Jim Trosky





CW around the table: Bob McCormick, Ken Voelker, Russ Kühlen, Denny Holman, Rick Miller, Ted Riendeau, Scott Joseph, Linda Strohm, Dave Strohm and Ron Cox.



CW around the table: Jim Higbea, Bud Utendorf, Ron Wilson, Gus Tuit, Matt Poleski, Corrinne Boyer, Jim Boyer and Steen Munter.



CW around the table: Bob Kelly, Karen Gammill, Maribeth Kuhn, Dick Kuhn, Cindy Berkeley, Marcy Trojak, Jacquie Mathes, George Mathes and Carolyn Kelly.

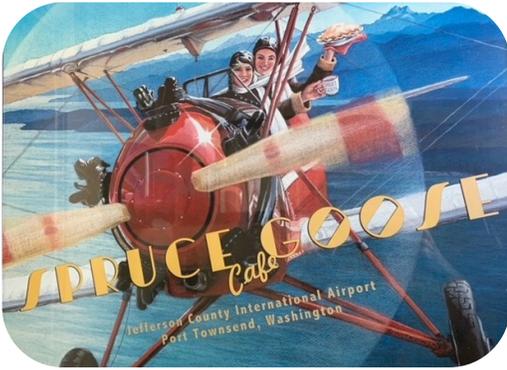


CW around the table: Jack Taylor, Ben Kalom, Bob Helfferich, Tom Workinger, Dave Graham and Chris Graham.

Pacific Northwest Flyers

The dog days of summer in the far-reaches of the Pacific Northwest afforded a pristine flying day for our unique RUPA lunch group this month.

Some of our members were either predisposed, engaged in summer activities of boating adventures to the finally-open Canadian waters to our north, motorcycle trips (Sturges?), or Honey Dos at home.



A sumptuous lunch on the deck of the "[Spruce Goose Cafe](#)" at [Port Townsend Intl. Airport](#) summoned some interesting discussions. Amongst the aforementioned topics were wind shears that were encountered on short final approach to [OS9](#), UAL characters with whom we flew in times past, and comparing performance of the attending flying machines.



Enroute to lunch.
Mt. Baker in the background.

As always, we invite any RUPA members in the Puget Sound, Eastern WA or Portland areas to join us by plane or car, for good camaraderie and breaking of bread.

Respectfully submitted,

Cort



Jack and Don with two of the attending flying machines, RV8A and Siai Marchetti SF-260.



L-R: Cort de Peyster, Ken Turpin (Active UA Guppy Capt.)
Bill Sanford, Jack Bard, Don Lake.

SFO East Bay Group

The East Bay group met for only the second time this year at the *Primavera Restaurante* in San Ramon. Since the temperature was forecast to be 97°, we elected to dine indoors rather than in the tent-like-structure outdoors. In California, restaurants are required to have outdoor eating areas during the Covid outbreak to maintain social distancing. Since we meet after the normal lunch crowd has departed, we could maintain the required social distancing in air-condition comfort indoors.

All the usual topics were covered as required. I would encourage all of you who have Aetna insurance to follow up with their Healthy Rewards program. We did the Home visit and the annual wellness visit and qualified for \$200 worth of gift cards from Aetna.

Also check out the RUPA Cruise info, encourage others to join us on a trip to Alaska, it's on RUPA.org.

We meet at 1:00 on the 2nd Wednesday of every month at the *Primavera Restaurante* in San Ramone. All are welcome, come by and join us.

Rich Bouska



Clockwise around the table: Dennett, the driver for BS, our Super-Senior BS Smith himself, Lee & Shirley Francis, Jerry Udelhoven, Neil & Tammy Dahlstrom, and Georgia & Rich Bouska.

Seattle Gooney Birds

On August 12th, 2021, the monthly Seattle Gooney Bird luncheon was held at *SeaTac Marriott Hotel*. The fare and staff, led by **Ruth and David**, were exceptional, as always.

Conversation covered many of the usual hangar topics with notable interest in the increasing occurrence of serious inflight passenger behavioral problems. The question of mandatory vaccinations also made the rounds as did the variety and increasing number of computer and telephone scams.

Denney Narog sent the group good news on his recovery from June open heart bypass surgery and the possibility of his attending the September lunch. **Dave Mosby** sent greetings from his wanderings, camera in hand, around his home state of Montana.

A reminder to the membership: our lunch schedule is always the second Thursday of every month, begins at 11 am and winds up before 2 pm. For the near future payment must be made by credit card (with the exception of tips). Please let me know by noon of the preceding Wednesday if you plan to attend.

For the Flock,

Hank Kerr



L to R: Blythe Knechtel, Carol Wade, Kathy Black, Margie Reid, Mary Breivik.



Back row L-R: Odd Wade, Alan Black, Larry Knechtel, Doug Postlewait, Bill Sanford, Pete Lara, Rob Robison, Jack Brown.

Front row L-R: Bob Reid, Jim Barber, George Brown, Bill Jensen, Eric Malm.

Not pictured: George Compton, Hank Kerr.

Dana Point Group

We had a good attendance considering that it was the height of summer and some of our regulars were out of town or had commitments. **John & Cheryl Arp** were “cruising” in a new RV in Mission Bay, **Corey & Barbara Ferguson** were attending to visiting family. **Joe Udovch** was on “sick leave” mending from a recent fall.

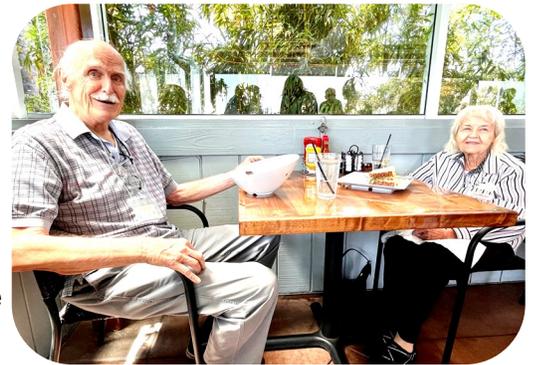
Discussions started out with **Bob & Janice Fuhrmann** talking about canceling their October Mexican Riviera cruise because the Covid requirements and precautions were getting onerous. **Bill Rollins** mentioned that the only cruises he'd ever been on had to do with the Navy. We had a chance to contrast the accommodations between a vacation cruise versus a Navy cruise. “Air conditioned” in Navy parlance meant that the room had a porthole. “Occasional noise” meant forward of the ship near the catapults or under the flight deck listening to rattling chains.

Rusty Aimer and allies are hoping to stop a proposed Amazon distribution center in San Clemente (Rusty's backyard).

Bruce & Peggy Dunkle opted to sit on a regular table for this meeting. Bruce had just finished and recommended the book “Falling”, a thriller now No.3 on the New York Times best seller list. It was written by a flight attendant while flying the redeyes for Virgin/Alaska It is her first book and got good reviews.

Peggy watches Jeopardy daily and said that the current host Emmy-winning sportscaster Joe Buck was doing a great job. The show rotates hosts every week till they can find a permanent replacement for Alex Trebek.

Discussions continued at the main table on the merits of going solar for the home, and of leasing versus buying a car considering that retirees drive less. There was also the idea that the cost of leasing an electric car (Chevy Bolt for example at \$180/mo) would be offset by not having to buy gas. Worth looking at the numbers.



Bruce & Peggy Dunkle

Bill Stewart expressed gratitude for the care they received at Reata Glen, their retirement home, during the height of the pandemic. He listed the precautions the facility took to ensure their safety.

The luncheon ended with a giveaway -a free KN95 mask - offered to all who came as thanks for showing up.

*Best
Regards,
Rico*



L-R: Denny Giesea, Bill Stewart, Bill Rollins, Rico & Merle Santamaria, Janice & Bob Furhmann and Rusty Aimer .

San Diego Luncheon

The San Diego Luncheon is a great way for us aviation friends to keep in touch. We all have something BIG in common and what a great way to remember some of those BIG things. Stories about airplanes and pax and mechanicals and WX and the crew desk and early getups and schedule problems and..... The best BIG thing was the folks we worked with and many memorable layovers. All of us have told stories about a certain layover and what we did and all of us can relate. We weren't on vacation but on layover and tried to pack as many sites of a city in the short layover time we would have. If it was a great place and we could get back often we'd have our favorite places but like I tell non-aviation friends, I've been to many places but a certain radius from the hotel was all I could see. Of course, like most, my wife and I have been to many of the cities on vacation and had a better look.

I find it fun for me to call us a fly-in because **JP** flew his Aircoup from Montgomery Field to Paloma Airport again here in North County San Diego. Last month I guessed about 8 minutes of cross country time but it's more like 25 minutes. Long Haul in an Aircoup! Oh yeah, JP has to get around or over MCAS Miramar to get to lunch with us. I'll have to ask him how he does it.

Scott Becker has a friend in Brisbane who sent him some Sydney Olympics 2000 Commemorative Scarves and gave one to each of the ladies. The scarves were a tribute to Star Alliance and Anset Airlines. Nice gift from Scott.

Colin took care of **Sherri** last month after surgery for a torn shoulder ligament and this month **Sherri** has to take care of **Colin** because of some shoulder replacement surgery. I'm not visiting because I'm sure I'd be mowing his lawn for him. No way.

Until next month,

Mark



L-R: Mark + Susan, JP in the back, Rhoda + Brad, Colin + Sherri, Molly + Scott and Scott Becker

Cleveland Crazies Group

The Cleveland Crazies August luncheon was another fun gathering at the *Lager and Vine Restaurant* in Hudson, Ohio. We were all treated to another great luncheon served to us by our wonderful waitress Kristen.

We had twelve members and wives sharing great stories from our days of flying.

We reviewed the two coming events in the local area that all are invited to attend: the Medina, Ohio 9-11 Memorial Service and the retired flight attendant's annual picnic.

Dick Sanders brought many pictures from the RUPA archives that **JoAnn Pinter** wanted to share with our group. We all looked so much younger in these pictures. The only things lacking were the usual jokes for our group.

Our next meeting will be at Lager and Vine again on Thursday September 16th starting at 1:00 pm.

Cheers,

Phil



L-R standing: Phil Jach, our server Kristen Studebaker, Linda Jach, Rich McMakin, Carol McMakin, Monica Burrill, Jim Burrill, Bob Olsen, and Joe Getz.

L-R seated: Dick Sanders, Bob Lang, Dawn Lang, and Vickie Getz.

100 years ago, everyone owned a horse and only the rich had cars.
Today, everyone has a car and only the rich have horses.
Oh how the stables have turned.

There I Was . . .

(Please Limit submissions to 1000 words)

There I Was . . . Saved by a Gate Agent Holding a Door Open

By David Guinn

The summer of 1965 found me flying co-pilot on the DC-6 out of Washington National and loving every minute of it. We had a three-day trip that had a deadhead from LGA to ORD at the end of the second day. The scheduled deadhead flight was [UAL 389](#) (B727) departing LGA at 19:30. There was an earlier 727 that departed at 17:00. Our scheduled arrival in the DC-6 at LGA was 17:05.



We cut every corner and flew [Balls to the Wall](#) to get in early. We blocked at 17:00 and a friendly gate agent kept the door open as we raced to make the earlier flight to O'Hare. Two and a half hours early arrival at the Palmer House was a real gift. It beat sitting around LGA.

That night Bob, the Captain, Joe, the engineer, and I were in the bar having a beer when at 21:30 the TV behind the bar flashed that [UAL 389](#) had crashed in Lake Michigan killing all forty souls on board. The plane was descending to 6,000 feet from FL 350 and failed to level at 6,000. The old [three pointer altimeter](#) was blamed. We were shocked, sadden, and thankful. We ordered another round.

Gann had it right: [Fate is the Hunter](#) (But, sometimes the hunter misses)



"The bad news is we're slightly delayed. The good news is our mechanic is addressing the issue"



I'M SORRY, CAPTAIN, BUT WE HAVE A BIT OF A PROBLEM WITH ONE OF THE PASSENGERS.

OH, BOY.

WELL, HOW MANY TWITTER FOLLOWERS DOES HE HAVE?

There I Was . . . Flying Wing of a Crashing A3

By Bob Jones

On June 28, 1964, I was an instrument instructor flying the two seat [Grumman F9F8T](#) in the A4 VA-43 Replacement Pilot squadron, [NAS Oceana](#). I was assigned to fly to [NAS Pensacola](#), pick up a USN Captain and return him to Oceana.

All was normal, [CAVU](#) weather, the old Grumman was purring along at 35,000 feet until approaching the Raleigh Durham area. Center asked if we had enough fuel to intercept a [Douglas A3](#) that was at our 11:00 o'clock, who had not communicated since departing [Langley AFB](#) some hours ago, had been over Ohio and was now on a 135-degree heading, soon to be over the Atlantic Ocean.



We were given an intercept heading, was advised the A3 had filed for 31,000'. We soon observed a contrail far above us and center said that was the A3 and cleared us for an unrestricted climb. At 41,000' the F98T was climbing slowly and the A3 was at about 44,000'.



At this time the A3's contrails stopped, and he rolled into about a 70-degree nose down diving turn. I was able to rendezvous with him, discovering the A3 was pulling about 6 G's at about .80 Mach, almost a vertical dive and the A3's wings were bent up at an alarming angle. We pulled in very close on the outside of the turn as I expected the A3 to shed the wings, due to the upward bending, and could see the person's head in the right seat up against the canopy, but due to

heavy frost on the A3's canopy couldn't see if his oxygen mask was on his face or not. Fortunately, my back-seater was a pilot, had been an [AD Skyraider](#) Squadron Commander in Air Group 14 & we had made a deployment together in 1959 so he was comfortable with this wild ride.

A surreal feeling, I had the feeling that I would like to be able to get in the A3 and help the crew. At about 20,000' the A3 rolled smoothly wings level and stabilized at

210 knots and held that speed until impact, 235/23 nm from [Seymour Johnson AFB](#). We were in contact at this time with Seymour Johnson AFB approach control and they launched a helicopter with a flight surgeon.

It appeared the A3 would hit a farmhouse, there were several cars parked in the yard, people were looking up at us, but he skimmed over the house chimney missing it by about 20'! He impacted in a small stand of pine trees in about a 3-degree nose down attitude, wings level. The wings cut through the small pines like a razor blade, impacting the ground in what appeared to be a corn field. I extended flaps, did a wingover to keep the plane in sight and as the dust settled, we could see the A3 fuselage intact except the entire cockpit section had detached from the fuselage. We then diverted to [Seymour Johnson AFB](#) due to fuel state.

I talked with the Flight Surgeon by phone the following morning who stated both the pilot and observer would have survived the impact but neither was wearing an oxygen mask and apparently they never pressurized the airplane after takeoff or the pressurization failed shortly after reaching cruise altitude.

There I Was . . . Teamwork - I love it When Things Come Together

By John Hebbe

Imagine yourself as a B-727 flight engineer (S/O) and lucky enough to be sitting behind two guys who were a pleasure to fly with. I'm putting you in the cockpit flying from Chicago to Kansas City in 1975. And the numbers I'm providing for this story are completely made up since I don't remember anything realistic. Sorry.

CAVU. Do real pilots still say this? As the plane approaches cruise altitude, you fill out the cruise card and pass it ahead to disinterested hands. They toss it on the radar screen. Cock-eyed. No appreciation for genuine talent. Target EPR for that weight and altitude to provide the desired speed. More diligent than the average side-saddle guy pilot, you think it's cute to provide cruise settings to the third decimal place. Why put down 1.62 when you calculated 1.617? I mean, this flying game is an exacting business.

Established in cruise. Everything seems settled down. Coffee? Yes, thank you.

You're getting ready to take the engine readings when the Captain turns sideways and says to you and the right seat, "Look at this," as he points to the center panel. Engine stuff. *Your* specialty. You said 1.617 and he set all three to 1.617 +/- . Precision operation. Then his finger drops to the bottom gauges. Fuel flows. #1 and #2 about the same. #3 reads about 1,000 lbs. higher. Say what! Bum gauge?

Now the Captain says, "Watch this," and you almost have a heart attack. Pilots should never say that. He pulls back the thrust lever for #3 to even out the fuel flows. Now the EPR's are out of whack. Three sets of eyes shifting between the instrument panel and the other two pilots. Nobody has an instant answer. Repeat the drill twice. With the levers lined up, #3 isn't putting out. If the EPR's are lined up, #3 thrust lever is way far forward and she's guzzling extra gas. Time for the good stuff to kick in. Just like in the sim. Four-stripes says, "Got any ideas?" The First Officer turns his head from side to side while you stare straight ahead, out the window. In a flash, you come up with a great recommendation: Shut #3 down.



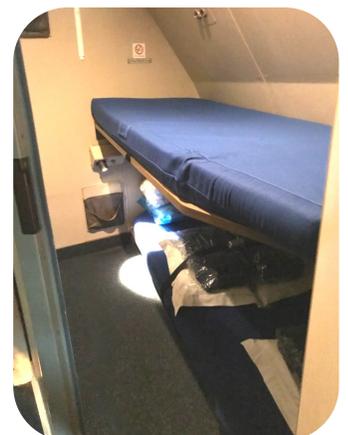
A good night's sleep
is like a shower for
the brain.

747-400

Crew Bunk >>>>

787 Crew Bunk

<<<<



Hell. The weather's great and we'll be starting down in twenty minutes. Right seat thinks about it and nods. Left seat looks at both of us and makes up his mind. "Get the check list out. We're shutting #3 down." God, I love it when things come together. The passengers sitting between #1 and #3 never knew what was going on. You do nice work.

Well trained, we set up for the equipment to stand by and the Captain makes a flawless landing. Roll into the blocks without a hitch. You can see mechanics primed to wheel up the scissors-jack to check things out. While the real pilots go through the checklists, you elbow the first couple passengers out of the way and chug down the jetway stairs, heading back to #3. Up goes the lift and the mechanic flips three of the Dzus buttons. No action. Now he flips the last one and the engine cowling springs down and a bath-tub volume of JP responds to gravity, drenching the guy on the lift. Interesting. Actually, exciting. Certainly, better him than me. I'm not always nice. I mean, you're not nice. You're the Flight Engineer today. Remember?



This is what had happened: I'll probably describe this wrong but, what the hell, you're the engineer anyway so the errors are your problem. Between the fuel tanks and the engine burner cans, the fuel undergoes various stages of flow and pressure changes. There are several burner cans and the fuel arriving to them is under considerable pressure. The pipes are stainless steel to keep things working in a dependable manner. But today, one of these stronger-than-Superman pipes had failed. When the splashing stopped, you saw the crack. From down on the ground. It wasn't that small. The fuel controller had been rapidly filling the engine compartment with raw fuel.

If you and the other two had not used good judgment, the amount of mis-directed jet fuel would have eventually been ignited as it sloshed around the burner cans. On the B-727 (Princess of the Fleet, BTW), an engine fire with the controller feeding it enormous quantities of fuel would have been catastrophic. In short order, the tail of the plane would have been destroyed, etc., etc., etc.

I know that you went home after the trip and thought, "Well, it's only a matter of time until we get called into the flight office to get applause and all of that sort of stuff. Teamwork paid off, bigtime. Shutting down an engine in flight is a noteworthy event.

You guys never heard a word. Forty-five years later you wrote it up. Nice style.



There I Was . . . My Flying the Early Jets

By Kingsley Purton

In my five years on active duty plus fifteen years in the Air National Guard, I was able to fly the [F-80](#), straight wing [F-84](#) B, C, E and G, swept wing F and RF-84, and the [F-86](#). The F-80A had a hot canopy and no ejection seat while the F-80B had both the hot canopy and ejection seat.

T-33 Shooting Star



Your first ride in a jet was solo as the [T-33s](#) were in short supply. In the F-80 which had a poor reputation for hung up hot canopies, there was a wooden mallet on the sidewall near your left ankle with which you could attempt to beat the canopy loose. If unsuccessful, you could eject through the canopy as the top of the ejection seat was higher than your head. In so doing, you hoped not to slice your extremities on the broken shards of the broken canopy still in the canopy frame.

Most pilots of that era were about 5'9" tall as the [F-80](#) was a small aircraft with an even smaller cockpit. A six footer would probably leave his kneecaps on the windshield frame while ejecting. In one case, in our unit, a T-33 backseater was

F-84 Thunderjet



ejected before he was ready while in an inverted spin. He banged up his legs so badly, they transfused 40 quarts of blood into him while trying to stop the bleeding of his lower extremities, unsuccessfully.

At the close of our advance training of forty of us, twenty went to [Nellis AFB](#) in Las Vegas to continue in the [F-80](#), while myself and the rest of us went to Luke AFB in Phoenix to fly the [F-84](#). One died in a fatal crash and another was injured so badly he never flew again.

Once in Korea, we lost one of our class as he was a POW after being shot down. Just goes to prove gunnery school was more dangerous than an Korean combat tour.

JATO Takeoff



In Korea, we operated off a 5000' [PSP](#) runway. In the summer, we needed one or two [JATO](#) bottles to get airborne. Over 50% of our casualties were off one end of the runway or another showing that our runway was a bigger threat than the North Korean Army.

Kingsley G. Purton UAL 1956-1990

P-80 / F-80 Shooting Star



F-86 Sabre



There I Was . . . With the CEO in my Cockpit

By Bill Brashear

I am probably way late in sending this as most of us have flown west or are too new to the Company to relate to this period. This flight was sometime after our war with UAL in 1985, the main battle had been won, but the war wasn't over!

Ned Newman was the F/O and I can't remember who the S/O was but a great guy. Ned and I were in the same relative seniority on the 727 and liked the same trips so we often flew together. The final leg of the first day was to Portland, Maine with a short layover but long enough for some good seafood.

The next morning when we got to the airplane, the agent came in the cockpit and said, "you have a VIP on the trip to Chicago today". This was a little unexpected out of Portland, it was Mr. Olson who had just been appointed CEO after the Board fired Mr. Ferris. I said, "Tell Mr. Olson we would enjoy meeting him and to stop by the cockpit on the way in.", which he did. After the preliminary introductions I told Mr. Olson that I had been the Negotiating Committee Chairman during the strike, which could make a difference in any verbal exchange. He was very cordial and went to his seat.

I talked it over with Ned and the S/O to see if they had any objections to my inviting him up to the cockpit and they both thought it would be a good idea. I had the "A" flight attendant tell Mr. Olson that he was welcome, after having finished his breakfast, to complete the trip in the cockpit if he desired. After being in cruise for awhile the flight attendant rang and said Mr. Olson was ready to come to the cockpit so I had her escort him to the front office.

The first few minutes were the usual briefing on the 727 including the O₂ equipment, then Ned moved to the topics we were more interested in with a straight question, "Tell me Mr. Olson, is this new position you have going to be a long or short time position?" Mr. Olson answered immediately with no hesitation, "United's stockholders and employees would be better served if we could find someone who knows the airline business, as I know nothing about the airline business." A little while went by with a bunch of minor exchanges then Ned asked what his opinion of Mr. Ferris was and without hesitation he responded with " Mr. Ferris is more interested in partying and chasing women than running an airline".

Like I said, it was a beautiful day and inside the marker Ned produces the two quarters. I shook my head no, but he just smiled and put them on the ADFs. Mr. Olson asked what that was about so Ned explained the challenge of the quarters. I must say I got lucky and made it all the way to the turnoff before they departed the ADFs. The culmination of the flight was as we turned off and received taxi instructions from ground it included the phrase "continue past Dickies diner" which wasn't open yet, this brought a big chuckle from Mr. Olson and a comment "What a waste of money".

It was a great flight enjoyed by all and Mr. Olson was very appreciative and commented on the spirit we had, referring to the quarter challenge.

In retrospect I often wonder where UAL would have gone with an honest and straight forward person in charge even if he had no background in the Airline industry.



There I Was . . . in a Quandary

By Gerry Baldwin

In the mid-1970s, as head of standards for Training Squadron Three, VT-3, I was flying an “off-wing.” That means that I was flying with another instructor’s student to assure that standards were met. Don (not his real name) was on his eighth flight, familiarization flight eight, or FAM-8, in a [T-28B/C](#) aircraft. A slow-moving warm front was pushing into the Pensacola, FL, area; and at the time of our brief, cloud bases were above 10,000 feet. I briefed, among other things, that we would do a normal climb out and level off at 8,000 feet.

As we climbed out, the warm front had progressed; and the bases had dropped to 7,500 feet. Don continued climbing right into the clouds. I took the airplane, idled the engine, dropped a wing, and quickly descended to 6,000 feet. I leveled off in normal cruise and gave the airplane back to Don. He enriched the mixture, increased the propeller speed, added power, and climbed right back into the clouds. I took the airplane, dropped back down to 6,000 feet, entered normal cruise, gave the airplane back to Don, and told him, “If you take me back into the clouds, I will give you a Down.” The rest of our flight proceeded as we had briefed.

In the debrief, I asked him why he flew into the clouds. He responded, “I wanted to show you that I can fly instruments.” I protested, “But, you do not have an instrument rating.” He said, “No, but you do.” I said, “Yes, but we did not have an instrument clearance. Flying in the clouds without a clearance is not only a flight violation but also dangerous.” I gave him a below average grade in “Headwork.”

“Headwork” was the all-encompassing term the Navy used for thinking and judgment. Our grading system was Above Average, Average, Below Average, and Down; corresponding basically to A, B, C, and F; or, specifically, 4, 3, 2, and 0. A *Down* not only wrecked a student’s grade point average but also threatened a student’s ability to continue training. One down was survivable, two posed a deep threat, and a third was basically a goodbye.

After our first flight together, I did not see Don again till he came back to me after failing, i.e., getting *Downs* on two safe-for-solo check-rides. His failings were in, you might have guessed, Headwork. He and I flew two extra-times, as we called them, and then I was to give him a safe-for-solo check ride, his final opportunity to solo.

While driving in to work on the fateful day, Don’s status was uppermost in my mind. He could handle the airplane with the best of them; but Headwork is key to military aviation. I batted over 500 in keeping students, who had stumbled in phase, in training. I took Don’s status very seriously. Then, suddenly, I was jolted back into full focus on my driving.

Coming up behind me at a high rate of speed on a busy two-lane highway was an orange Dodge Charger, à la the “[General Lee](#)” from the comedy TV series “The Dukes of Hazard.” As it approached, the driver whipped into the left lane, ran a little old lady off into the ditch, whipped back in front of me, hit the brakes, and turned right onto an alternate route to Whiting Field.

Whom do you suppose was driving that Dodge Charger? You guessed it, Don. After that display, I relaxed. My pathway was clear, my mind made up.

When Don and I met in the ready room a little later that morning, he displayed his usual sunny disposition and ready grin. I related what I had witnessed on my way to work that morning. As I told the tale, Don’s grin faded. When I had finished, I said, “I think we both know who was driving that Dodge Charger.”

T-28 Trojan



I, then, said, "We will not be going flying this morning; and I regret to have to tell you that you will never be flying a Navy airplane again." I gave him a ready room Down, his third Down for Headwork.

The story might have ended there, but my wife related an episode from the University of West Florida Library where she worked as a librarian. A young man was loudly disparaging his nemesis who failed to appreciate that he, Don, was God's gift to aviation. In talking to his friend, soon enough, he invoked my name.

She bit her tongue; and later that day related the unpleasant incident to me. I told her that it was fine. I said that, if he lived long enough, he might come to appreciate that I likely saved his life and that of those who might have been wrapped up in his aircraft accident due to his abject lack of headwork and no apparent fear of death.

There I Was . . . With my DC-8 Pitching Up

By Larry Darnell



In 1986 I was flying as a captain on the [DC-8-71](#). The "71" was the stretched 8 with the new more powerful engines. The "8" had what was called a PTC (pitch trim compensator). At high speeds, the nose would tuck so the PTC would keep the nose from tucking.

I was returning from Kona on the all-night flight arriving SFO at about 6 AM.

Al Hayes was captain on the Maui fight about 30 minutes ahead of me. It was a pitch black night and at about 135 degrees longitude we start picking some light light chop. This was a common occurrence when entering the lee side of a jet stream. We were, per flight plan, cruising at 40 thousand feet and at that altitude we had a three knot difference between our indicated airspeed and the over speed warning indicator. The turbulence increased as the speed of the jet stream winds increased. I finally sat all the flight attendants down and with the turbulence and the PTC was also having problems. It kept coming out of its little tube then retreating then out then in until we hit moderate turbulence and the Indicated airspeed when 2 knots past the overspeed warning indicator. The PTC "SAID" *you got it buddy* and disconnected the autopilot. The column came back with such force that it broke the crystal on my watch and the airplane pitched up. It seemed at that time we were starting a loop. I grabbed the column and pushed forward as hard as I could and yelled "pull back the power". The S/O saved the day and pulled back to idle.

I have been a life-long body builder and at that time I could bench press three sets of 10 with 200 pounds. I was pushing on that column and, in what seemed like an eternity later, the airspeed decreased to Mach 80. It was now smooth and we resumed our flight, at peace with the world. I looked at the altimeter and we had gained just 150 feet. I asked the F/O to request a lower altitude.

When we arrived in SFO we found that the Maui flight had had a real adventure and arrived under an amber alert. The next day I learned that the company had send the Maui flight crew to DENTK for a check ride.

I sat down and wrote a letter to the company and the FAA describing my pitch-up and what other eight pilots had encountered. Ten days later the company changed all the DC-8 cruise tables.



Articles

Industry related news and other articles

Hurray for the CRJ550

<https://ft.ual.com/news/2021/08/12/crj550> Aug 2021



On July 30, UAX reached an exciting milestone – the induction of our 50th CRJ-550 into our fleet.

“As the world’s first and only 50-seat regional aircraft that offers first-class seats and amenities, the CRJ-550 is key to our United Next plan of providing that transformational customer experience,” said UAX Senior Vice President Sarah Murphy. “It offers our customers a premium experience throughout their entire journey.”

The CRJ-550 features 10 first class seats, 20 Economy Plus seats and more overall legroom per seat than any other 50-seat aircraft flown by a U.S. airline. It also has WiFi, personal device entertainment and space for each customer to bring a carry-on bag.

That transformational customer experience has been noticed by our customers on our CRJ-550s:

“The CRJ-550 is a great regional plane,” wrote a premier silver member who gave an NPS score of 9. “I love the layout and it’s very friendly to frequent-fliers who can get Economy Plus or business. Great example of innovation in the industry.”

“I am platinum with Delta and wow, the CRJ-550 first-class was great,” said a customer who gave an NPS score of 10.

“Great service, on time, comfortable conversion to the CRJ-550,” shared a Global Services member who also gave an NPS of 10. “Addition of first-class and bag storage has dramatically improved travel on regional aircraft.”

Currently, our year-to-date on-time Net Promoter Score (NPS) for the CRJ-550 is 52.1, placing it in second behind the Boeing MAX 8.

Prior to the MAX 8, the CRJ-550 was the highest ranked aircraft of our entire fleet with an NPS of 52.6. It also had the highest year-to-date onboard experience with a score of 84.4 and cabin condition satisfaction score of 87.3.

We plan to add two CRJ-550’s to our fleet every month, reaching a fleet of more than 70 planes by the end of 2022.

I wonder what the part of my brain
that used to remember phone
numbers is up to now?

iPhone Airdrop

Excerpt from the C11 Security Committee
by C-11 Security Committee Vice Chair Vince Alcazar

iPhone users, did you know that your iPhone AirDrop, when enabled, defaults to the “Everyone” setting. Unless you change the default, your iPhone will receive any AirDropped item sent from any nearby iPhone.

What We’re Up Against:

When you think of security threats and threatening behaviors, what do you think of? I will bet that when you quickly pass over the passengers waiting in the gate lobby to board your flight, your eyes do not spend much time contemplating the teenagers face first on their cellphones. Well, add this threat to the list of things you may confront.



AirSoft Toy Gun

Earlier this month, a UAL flight departing from SFO was bound for MCO when prior to pushback, numerous passengers onboard the flight received on their iPhones an image of an AirSoft toy gun. AirSoft’s products are known for their realistic weapon silhouette. Passengers began alerting the cabin crew and things took on a life of their own after that.

The decision was made to deplane the flight’s passengers then rescreen all of them. As a precaution, the aircraft was also re-inspected. In the end, the only threatening behavior was the teenager onboard the flight who thought it would be a cool idea to AirDrop the AirSoft toy gun image to unsuspecting nearby iPhones in the passenger cabin.

AirDrop has a practical range of between 20 and 30 feet. In this case, the teenage prankster understood something that law-abiding adults do not: your iPhone AirDrop—when enabled, defaults to the “Everyone” setting. Which means that unless you change the default, your iPhone will receive any AirDrop’d item sent from any nearby iPhone.

Not comfortable with this happening to your iPhone? Here’s how to fix it: Tap Settings (the gear wheel icon), scroll down to “General,” you will find AirDrop—tap, then note the blue arrow default set to “Everyone.” You can select to limit AirDrop items from anyone on your contact list or you can opt for greater phone security and disable AirDrop. No word what the kid told Mom & Dad when he got pulled off the flight and fingered as the perpetrator.



I was lonely until I glued a coffee cup
on top of my car.
Now everyone waves to me.



United Airlines to Flight Attendants: Duct Taping Passengers Taping Not Allowed!



Matthew Klint | LiveandLetsFly.com | 18 Aug 2021

With stories of passengers being duct taped to their seats making headlines, United Airlines has reminded flight attendants that they are not to use tape if a problematic passenger must be restrained.

United Airlines Tells Flight attendants That Tape Should Not Be Used To Restrain Passengers

I recently discussed how United Airlines embraces a more pragmatic approach to dealing with poor behavior onboard. Instead of nasty threats and diversions, United uses warnings and as a general policy, will not divert a flight if a passenger refuses to wear a mask. While choosing to avoid conflict may encourage compliance gaps and poor behavior onboard, the balance has served United well, which reported a steep drop in the number of onboard incidents in 2021 while other carriers have encountered escalating conflict.

In a memo from United to flight attendants shared with *Live and Let's Fly*, United again explains its de-escalation process and reminds flight attendants that “alternative measures such as tape” should “never” be used because there are already “designated items” onboard to deal with “difficult situations.”

- Address difficult situations calmly by informing, de-escalating and following our reporting process.
- In the event you are unable to reach an agreement with a customer about one of our safety-related policies, you should follow your regular de-escalation and training process and always use your best judgment.
- Please remember that there are designated items onboard that may be used in difficult situations, and alternative measures such as tape should never be used.
- On the ground, oftentimes, the huddle process is a good way to remedy a situation with a customer, which involves discussing the situation with the Captain, Customer Service Representative and Ground Security Coordinator for evaluations and solutions.
- As always, leverage the [safety manual] to guide your decision-making if you feel a customer should be denied onboard service.
- Completing a detailed and timely [incident report] is critical to our ability to investigate and act in cases of customer disruption onboard. Please be sure to include as many details as possible, like the customer's name, seat number and a detailed description of the event.

Part of the reluctance to use duct tape (i.e. any means necessary) to restrain an unruly passenger may still stem from scars over the David Dao dragging incident of 2017. That incident was a defining moment for United and led to a transformation, at least on paper, of the customer service model.

United's reluctance to tell flight attendants to use whatever means necessary may be seen as a way to ensure an over-zealous flight attendant does not make global headlines over the treatment of a passenger.

CONCLUSION

Ultimately, passenger restraints are sometimes necessary. I certainly don't fault Frontier flight attendant for using duct tape to keep unruly Maxwell Berry quiet when he was blurting out profanities at the top of his lungs. In that sense, zip ties (or handcuffs of any sort) don't keep a loud quiet. While I'd strongly discourage the use of duct tape, I'd never say never...

At United Airlines, Mask Incidents Are Way Down. Why

Matthew Klint | LiveandLetsFly.com | 14 Aug 2021



United Airlines CEO Scott Kirby says mask incidents and disturbances in general on his airline are way down and gives all credit to flight attendants. Is the answer that simple or is something else going on?

United Airlines CEO Credits Flight Attendants For Lack Of Mask Incidents Onboard

While making his media rounds to discuss United's new vaccine mandate, Kirby appeared on the PBS News Hour. He was asked by William Brangham:

"[W]e have all seen these examples of airport and airline staff being harassed and assaulted at times. From a management perspective, do you feel that you're doing enough to protect your people from this chaotic, dangerous behavior out there?"

Kirby's answer surprised me:

Well, I have seen a lot of the news reports.

But I would say, at United Airlines, our mask incidents are down 50 percent compared to the start of the year. Our in-flight incidents are lower than they were in the pre-COVID era. And that's because we have worked closely with our flight attendants. We have an amazing group.

The union has been supportive. Really worked on the training and given them the tools and the standard operating procedures to help de-escalate situations and avoid having things escalate.

So, at United Airlines, like, we don't have zero issues, but we don't have anything unusual happening at United. It's really a testament to the professionalism of our flight attendants. We're in a different situation, I think, than what you see a lot of the reporting at some other airlines.

Key takeaways:

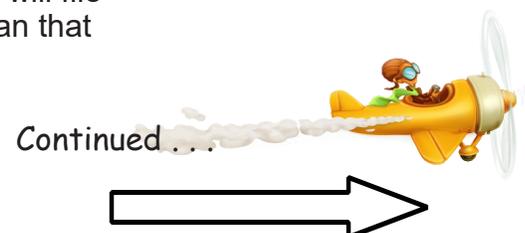
- Mask incidents are down 50% at United from January
- Overall in-flight incidents are occurring at a lower rate than the pre-pandemic era

That last point is particularly surprising, considering figures like this from the U.S. Federal Aviation Administration:

Kirby credits flight attendants, but is the implication therefore that flight attendants are partially to blame for a string of incidents apparently happening on other airlines?

United's so-called de-escalation process requires a pair of warnings before a passenger's refusal to wear a mask may result in a ban. In my own travels on United, some flight attendants are much more vigilant than others in enforcing mask usage onboard.

Passengers who fail to comply will be left alone following the two warnings. There will be no threat of diversions or arrests upon arrival. Instead, flight attendants will file an incident report and then United may or may not move to ban that passenger for an unspecified limit of time.



Continued . . .

It also merits mentioning that United offers alcohol for purchase on all flights over one hour. American and Southwest, which have reported more incidents of poor behavior onboard, do not offer alcohol for sale, citing flight attendant safety.

So what's the "secret sauce" on United? Perhaps it is a lack of aggressiveness. The ironic result? Less of a need to be aggressive. Or maybe it's just the clientele.

CONCLUSION

Kirby credits the relative lack of incidents on United to his carriers' flight attendants and the de-escalation procedures in place. I do find it quite interesting that incidents at United are below pre-pandemic level. If you listen to Sara Nelson, head of the union representing United flight attendants, you would not be faulted for thinking the sky is literally falling...



Some Folks Do Age Slower Than Others

By Amy Norton | HealthDay Reporter

People really do vary in how fast they age, and the divergence starts in young adulthood, a new study suggests.

The researchers found that by the tender age of 45, people with a faster pace of "biological aging" were more likely to feel, function and look far older than they actually were. And that relative sprint toward old age began in their 20s.

The findings, the study authors said, suggest we need to take a different view of aging.

"Aging is a lifelong process. It doesn't suddenly begin at the age of 60," said lead investigator Maxwell Elliott, a doctoral student at Duke University in Durham, N.C.

Anyone who has ever known a spry, sharp-as-a-tack 80-year-old -- or a 50-year-old burdened with health problems and disabilities -- knows that chronological age does not tell the whole story.

The concept of biological aging -- or the speed at which body systems decline over time -- acknowledges that.

But it's not clear exactly when people begin to diverge in their rate of biological aging, Elliott said.

The new findings suggest that split happens fairly early in life.

For the study, Elliott and his colleagues used data on more than 1,000 New Zealanders who have been followed since birth, in the 1970s, to age 45. The pace of their biological aging was tracked starting at age 26, based on measures like body fat, heart fitness, lung capacity, markers of inflammation in the blood, and even cavities.

It turned out that, indeed, people varied widely in biological aging: The slowest ager gained only 0.4 "biological years" for each chronological year in age; in contrast, the fastest-aging participant gained nearly 2.5 biological years for every chronological year.

And by age 45, rapid biological agers were already showing some health indicators normally associated with old age. Compared with their peers, they moved more slowly, had weaker grip strength, and more problems with balance, vision and hearing.

Differences in mental sharpness were clear, too, the researchers found.

On average, rapid agers scored lower on tests of memory performance, and they generally reported more forgetfulness in daily life. Meanwhile, MRI scans showed they typically had more signs of brain-tissue thinning.

The findings were published online March 15 in the journal *Nature Aging*.

Elliott said he was surprised by the extent of the aging differences at the relatively young age of 45.

And, he said, they were significant enough for people to notice them in daily life. Rapid agers typically said they felt older than they were, for example, and doubted they would live to see the age of 75.

If that weren't enough, they also looked older than their age, based on independent raters who viewed study participants' facial images.

Dr. Sofiya Milman is director of human longevity studies at Albert Einstein College of Medicine's Institute for Aging Research, in New York City.

Like Elliott, she noted that aging does not "magically start at age 60."

"Aging is a continuum," said Milman, who reviewed the findings. "And it probably starts even earlier than we've recognized."

As for what determines a person's rate of biological aging, Milman said genes play a role. There are certain "longevity genes" that can help shield people from environmental stressors, to a degree.

But aging is not set in stone. Both Milman and Elliott said environment matters, from lifestyle choices to exposures to chronic stress and poverty.

It's clear that regular exercise, a healthy diet and not smoking can reduce the risks of various diseases. And those are things people can do now, Milman said.

In the future, though, she said researchers also want to translate what they're learning about the aging process into medications that can be given to the right people at the right time.

For some people, Milman said, a healthy lifestyle, on its own, is not enough.

Both researchers stressed that people who feel "old" in their 40s need not despair: It's never too late to get a check-up, rein in your blood pressure, or start exercising and eating better.

"Midlife is a great time to address these things," Elliott said. "We can't change the past, but there's still a lot of time to intervene."

The broader point, he said, is that "we need to stop putting so much emphasis on chronological age."

Intervening earlier to address rapid biological aging could save lives, and improve quality of life, Elliott said.

More information

The U.S. National Institute on Aging has more on the biology of aging.

SOURCES: Maxwell Elliott, PhD student, department of psychology and neuroscience, Duke University, Durham, N.C.; Sofiya Milman, MD, MS, associate professor, medicine, and director, human longevity studies, Institute for Aging Research, Albert Einstein College of Medicine, Bronx, N.Y.; *Nature Aging*, March 15, 2021, online

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<https://www.usnews.com/news/health-news/articles/2021-03-18/some-folks-do-age-slower-than-others>

Letters

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

Don Diedrick – Kailua-Kona, HI

Just finished reviewing Aug'21 RUPANews - thanks George for a continuous fine publication. Your efforts are really appreciated everywhere! The "There I was" stories are nostalgic. The enclosed RUPA articles were varied and interesting-look forward to flying on a quiet electric regional aircraft soon.

This Aug 31st will be my 79th birthday - my how time is flying by. Unfortunately, the COVID monster has messed up our cruising plans for sometime now. Three times I cancelled a trip to see my cousin in Alicante, Spain - last saw him 59 years ago. State Dept. has quite an increasing list of NO FLY Countries now, including Spain.

Next week a quick weekend trip to Chicago, first flight in a long time, will allow us to visit two of our three kids. Hopefully next Summer we will cruise the Norway fjords out of Amsterdam, Hoping that Covid will have been defeated by then.

Here on the Big Island we have quite a few United retirees and we enjoy being here. The weather, despite potential hurricanes, small earthquakes & occasional bush fires on the Kona side, beats the daylights out of Chicago's cold and snow with occasional Summer tornado scares. The pace of life is somewhat more relaxed - just what we need at our age. Jen misses the Autumn leaves though and we keep in touch with kids regularly.

Our immediate family have all received our Covid vaccinations and try to maintain reasonably normal activity without too much risk, but what a mess socially and economically this pandemic is causing.

Wishing you and all our United/RUPA friends a healthy Summer.

Regards,

Don (ORD 727/757/767)

Arvi von Nordenflycht – Rancho Palos Verdes, CA

Here's my update. It's hard to believe it's been 21 years since retirement. I will say I'm sure glad Sue & I did so much traveling when we did since that ended a few years ago.

I've had Multiple Myeloma since 2012 which didn't keep me from traveling. Some chemo was working, then not, so have been trying others to keep it in check. However, my main problem is not being able to walk so much and have standing and balance issues which started in October 2017. I got along with a cane for a while, but not for long.

The doctors don't know why, though it has been called Primary Gait Freezing Syndrome and said not to be related to the MM. Mostly I'm in a wheelchair and pretty much confined to home with outings to doctors, and recently, restaurants again. I do use a walker around the house to get some exercise, but it doesn't always work. The wheelchair is electric and not too big that I can get around the house easily (bottom floor, of course). I found it online and had it shipped from Singapore.

Fortunately, I did get my vaccines so feel a bit safer from Covid 19 when going out. It would be nice if we didn't have to wear masks, but it looks like that will continue for some time.

It will be nice to go back to RUPA luncheons which is going to happen in the LAX South Bay area in August. I will be there if possible.

Arvi



E.K. Williams – Round Hill, VA

So, here it is three weeks into my 85th year. Apparently, my longevity genes came from the maternal side and thankful am I.

Recovery from the triple-bypass last October is complete and I plan go to Yakutat and fish the Situk River for Coho in September.

Glad that we, of the DCAFO Area, are getting back to our social schedule of Breakfast, Lunch and Dinner. No Tea Time gatherings are scheduled. We have newbies joining the group and it is interesting to see the F/Os of my F/Os retiring now and to hear their description of flying systems far beyond the steam gauges of my career. What would Wilbur think??

All is well here at the foot of the Blue Ridge and looking forward to the Blessings of the year ahead.

E.K. Williams

DCA, SFO, ORD, CLE, ORD, IAD, JFK, DCA, HNL '66-'97

Dorothy Gates – Pleasantville, NY

This 2020-2021 Pandemic year has been especially difficult for this 90 year old, white haired widow of JAMES W. GATES III retired, who passed on August 5, 1998.

RUPANEWS has been very supportive and I thank All. Enclosed is my renewal check for October 1, 2021, a little early, and some extra for the UAL Retirement Foundation.

Dorothy

Ken Wilson – Trenton, TN, State

Four years in, and retirement's been great. I moved from Connecticut to rural West Tennessee with my girlfriend Denise, and we now share two horses and a lot of land.

I spent 33 years flying out of the New York area with Eastern and United Airlines. While those days may be over, my piloting isn't.

Now, I fly my Cessna 421C around the country. Most recently I flew my plane to Connecticut to visit my daughter and her husband. They just had a baby girl, making me a first-time grandpa. My son is in Little Rock, a quick trip away.

For now, Denise and I are building a stable for our horses, and planning future trips. We would like to go to the Caribbean, Canada and Alaska.

After that, who knows? We'll be taking my plane on a lot of trips ... Well, until the kids take the keys away.

Ken Wilson

Eastern (NYC): B727, A300 ,B757

United: (NYC): B727, A320, B757/B767, B777



N421GL at KLIT



Last Night he told me he was a pilot



This morning he told me he flew the Airbus

John Anderson – McHenry, IL

Turned 96 last month and got a nice surprise from the VA: I kept my GI insurance from my service time (1943-45), and instead of a death benefit they wrap things up at age 96 with an endowment. It serves the same purpose, but now you're in control.

So far I'm OK with the Virus, in that I got the vaccine and I do what ever the situation calls for... friends and family do the same.

I sold my place in Green Valley, AZ that we used for six months each year since 1988. It served its purpose well, but travel is hard now an friends out there are gone

Best Wishes to all,

John - ORD

Editor's Note: I had not heard about this type of policy so I asked John. His reply. . .

Hi George,

The policy was *20 pay life* - which I did - and every year I would get a boost in my coverage, which in the following year would be in the boost calculation.

This is what happened: All soldiers at that time got a insurance policy for ten thousand dollars paid for by the government.

On mustering out, we were given the option of keeping it as a 20 year pay-the-premiums plan, and then the coverage was good for life.

At first, I kept five thousand, and later, after marriage, picked up the other five.

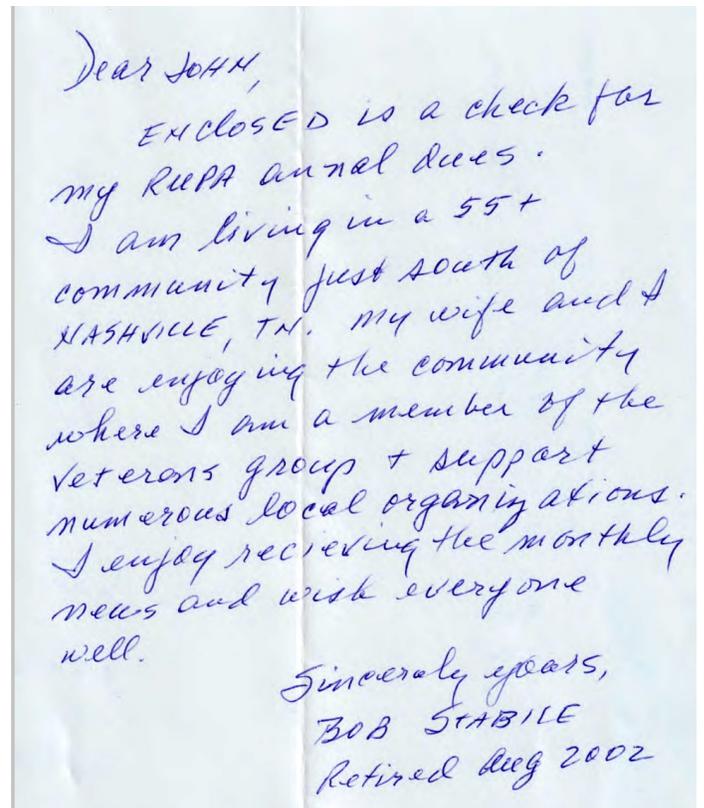
My wife had Parkinson's and was in a wheelchair over a 4 year period. Occasionally I needed help - which was expensive - and rather than cash investments, I was able to borrow from the policy at a 5% flat yearly rate.

How I ended up with the amount I did - after all the boosts in coverage and my borrowing - I'm not exactly clear.

Anyway.... the endowment, reduced by my debt was enough to take care of things. All-in-all a nice relationship.

Cheers, *John*

Bob Stable – Spring Hill, TN



Photos to the Editor

rupaeditor@rupa.org

Photos!

RUPArians love photos!

Mayday! Mayday! Mayday

We're at Bingo Photos.

Send Photos!



In Memoriam

RUPA members who have Flown West

Robert (Bob) Lang 1938 - 2021



The Lang Family is saddened to share that Robert (Bob) Lang passed away surrounded by family at his home in Napa, CA on June 6, 2021. Born in Bensenville, IL on May 9, 1938, Bob was a member of Fenton High School's

graduating class of 1956. Between time studying at the University of Illinois, Missouri School of Mines, and Chapman College of the Seven Seas, Bob served in the US Army in Korea in the early 1960s.

Inspired by his father Ewald, a private pilot, Bob pursued his interest in aviation, beginning a successful 32-year career with United Airlines in November 1966 as a DC-6 Flight Engineer.

A short time later, Bob met a then-stewardess, Marsha, on a flight from Chicago to Omaha, NE. As their relationship blossomed, Bob followed Marsha from Chicago to San Francisco and the two were married on a rainy evening in December 1969, a spontaneous decision that marked the beginning of a happy and successful 51-year marriage.

Bob's airline career culminated as a Boeing 747 Captain with his retirement trip in May 1998, a flight from Honolulu to San Francisco with Marsha and son Darren, now 35, on board. Continuing the family's aviation legacy, Darren is currently a San Francisco-based Boeing 737 Captain with United.

Bob enjoyed golfing (a member at Marin Country Club in Novato until 2013, and most recently a member at Silverado Country Club in Napa), sailing (most notably completing the round-trip voyage from San Francisco to Hawaii in a 36-foot Columbia sailboat in 1972), and gardening (he was known to plant kale for his daughter-in-law, Jesse, despite preferring not to eat it himself). A lasting legacy is a small family wine business, Lang Wines, which

began in the early 1970s when he and Marsha planted wine grapes in the Sierra Nevada foothills. Trips to the property, Twin Rivers Vineyards, were frequently made in a single-engine Cessna 182, with a landing on the short runway in the center of the vineyard requiring the utmost flying skill and expertise.

Known as a deep thinker, recreational writer, and casual philosopher, Bob's thoughtfulness, intelligence, and caring personality will be greatly missed.

In lieu of flowers, the Lang family requests donations be made in Bob's honor to the EAA Young Eagles or Collabria Hospice. A private service will be held at a later date.



BENNETT, FRANK ALLEN

09/25/1932 -
07/29/2021

In Loving Memory

Frank Allen Bennett, 88 of Wheat Ridge, Colorado died of natural causes at Mapleton Care Center in Lakewood on Thursday, July 29, 2021 @7:20am.

He started as a machinist at United Airlines and then became a pilot, eventually piloting 727 airplanes. He retired after 40 years. He really enjoyed take offs and landings He was also an Army veteran and won several shooting competitions.

Born in Cheyenne, Wyoming, he was the son of Ellery and Hazel Bennett.

In lieu of flowers, please consider donating to:
Senior Resource Center
5695 W Arkansas Avenue
Lakewood CO 80232
303-235-6950



Norwin Synnestvedt



Captain Norwin Nelson Synnestvedt flew west on the day of the Summer Solstice, June 20, 2021.

Born in Bryn Athyn, PA on March 26, 1932, flying became his passion at an early age. He took his first flying lessons as a teenager

and put his skills to use soon thereafter crop dusting in Stearman biplanes.

He also served in the United States Air Force where he was assigned to radio mechanics, being too young for pilot training.

He was hired by Capital Airlines in April of 1955, initially assigned to DC-3s and domiciled in the Washington DC area.

When Capital was acquired by United Air Lines, Norwin's career continued there. Always enticed by new opportunities, he flew each type of aircraft that became available. He truly enjoyed piloting the 747-400 which he flew on his final run, from Tokyo to O'Hare in March of 1992. For a total of 37 years he enjoyed, and felt blessed to have, in his words, "the greatest job in the world."

The warmer seasons of his retirement years were filled with adventures aboard his cherished Hinckley Bermuda 40. Yacht Sheratan proved to be the perfect foil for combining work with pleasure and learning. Many are the friends and family members who enjoyed his mentoring and companionship, coming away with happy memories for a lifetime.

In his final months, Norwin lived with his wife Cora (aka "Bunny") in Crozet, Virginia, nestled up to the beautiful Blue Ridge mountains. At the time of his passing, he was surrounded by loving family to include Cora, both daughters, a son-in-law, several granddaughters, and beloved nephew UAL Capt. Steven A. Lindrooth and his wife.

No services are planned at this time.

Robert L Mitchell



Robert Lee Mitchell passed away Friday, July 30, 2021.

He is preceded in death by his parents Ruble and Elizabeth Mitchell; and brother John "Jack" Mitchell. Left to cherish Robert's memory are his loving wife of 62 years, Bobbie Mitchell; daughters DiAnna Lee

Mitchell Bannert and husband, Marshall, Donna Mitchell Copping and husband, Clarence; sister Martha Burns; grandchildren Johnathan Mitchell Karigan and wife, Jessica, Samantha Kang and husband, Peter, Courtney Soderberg and husband, Cameron, Blake Bannert; great grandson Simon Kang; brother-in-law Ronald Weldon, who was like a son to Robert, his wife, Cindy, their children, Chance Weldon, Clint Weldon and wife, Jenna, and their children, Cash and Josie, and a host of other dear family and friends.

Robert proudly served his country as a pilot in the United States Marine Corps. He was also a pilot for United Airlines from 1963 until 1997, nearly 34 years. His retirement flight was on the 747 also known as the "queen of the skies".

Robert was kind, gentle and generous beyond measure. He was the sort of man who would go along on hunting trips for companionship but never fired a gun because he, quite literally, wouldn't hurt a fly. He was an explorer at heart and loved traveling and discovering new places and foods. He loved his family, and especially grandchildren, beyond measure. He would take them each on an adventure to Disneyworld without their parents or siblings.

Robert's hobbies included aviation, electronics, and rebuilding automobiles and motorcycles. He never read instruction manuals but could somehow fix anything.

He had quite the drawl and could somehow make a one syllable word into a three-syllable word. Robert will be greatly missed by all who knew and loved him.

The family would like to request in lieu of flowers any donations please be made to Alzheimer's Research.

Joseph “Joe” R Williams



Joseph Raymond Williams (b. June 15, 1932) passed away June 22, 2021 of acute leukemia.

He was born in New Providence, Iowa, the fifth child of Malo and Luther Williams. His four siblings were Lowell, Paul, John, and Lois. The house in which he was born had a dirt floor, no running water, and no electricity! When he was

five, the family moved to their farm approximately four miles out of town which had those amenities.

His childhood was filled with farm life. He raised hogs for 4-H and was a member of Future Farmers of America. He was a good student and active in basketball and baseball, as well as the Friends Church of New Providence. He also sang in a renowned quartet. Upon graduation from high school, he headed off to the University of Iowa where he was a member of the SAE fraternity and ROTC while majoring in political science.

However, Air Force ROTC enamored Joe with the career of a pilot and he soon found himself in basic pilot training April 1955 at [Lackland Air Force Base](#), San Antonio, TX. This was followed by more pilot training in June 1955 at [Bartow Air Base](#), Florida. January of 1956 found him in Advanced Pilot Training at [Laredo Air Force Base](#), TX. By June of 1956, Joe was in the Fire Control School at [Lowry Air Force Base](#), Denver. In January of 1957, he was at [Shaw Air Force Base](#), South Carolina doing electronic maintenance on [B-66](#) aircraft. He flew [T-33's](#) and eventually [RF101](#) aircraft.

In December 1959, he was based in [Misawa](#), Japan flying RF101's over Vietnam. 1962-1964 found Joe in the RF101 Squadron that executed photo reconnaissance over Cuba during the Cuban Missile Crisis. The aerial photography over Cuba earned him the United States Air Force Air Medal and the Distinguished Flying Cross. He was the formation's lead pilot for a fly-over for President John F. Kennedy.

Eventually, he flew photo reconnaissance in various locations in Europe - England and [Laon Air Base](#) in France. While abroad, he established himself as an expert marksman, competing in international skeet shooting events, ultimately securing the title of European Open Champion in 1967. After 12 ½ years of active service in the United States Air Force he joined an Air Force Reserve unit in Los Angeles, CA where he was promoted to Lt. Colonel and completed a total of

28 years of service in the United States Air Force. In October 1967, he became a commercial pilot for United Airlines, retiring from United in April 1997. At United, he flew DC-8, B-727, 747, and DC-10 aircraft.

In 1969, he met TWA Flight Attendant Jeannette Webeler. They married six years later and had two daughters Kathryn (Katie) Mills and Carrie Rebecca. Joe embraced fatherhood. He was conscientious about their schoolwork and selflessly volunteered in many of their extracurricular activities including competitive swimming & Girl Scouts. As a registered Girl Scout Leader, he participated in many troop events. His involvement earned him the prestigious “Good Guy” Award from the Orange County Girl Scout Council. Joe's service inspired many scout fathers to engage with their daughters and helped men feel comfortable participating in scouting.

A lifelong learner in retirement, Joe recaptured his love of music by taking lessons on his high school trombone. He was a guest performer at Drake University in the Drake Bulldog Brass, playing in the trombone section with daughter Carrie during a men's basketball game. He took voice lessons to improve - even working on a few opera pieces. He also joined the Tustin Presbyterian Church choir and sang with it for seventeen years. At that point, he retired from the choir and returned to piano lessons that had initially begun with his sister Lois when they were children.

Approximately thirty years ago, the family purchased their home in New Providence, IA. As an active member of the community, Joe could be found at the pancake breakfasts both at the Roundhouse and in town for Monday morning, masterfully flipping pancakes or omelets for guests. Occasionally, he sang special music for the Honey Creek New Providence Friends Church.

In 2007, he began biking. Following the direction of his guide, he learned how to maneuver a 21-speed bike and enjoyed biking several trips through Europe with Jeannette, (mostly--he tended to leave her in the lurch!), completing his last trip in 2016 through Belgium.

He was proud “Papapa” to Camden Olivia (10), Cru Patrick (8), Remington Paige (6), and Bodhi Christian (5) Swenson as well as Adelaide Leigh (8), and Lochlyn Joseph (5) Krupke . He is survived by wife Jeannette of 45 years, daughters Katie (Eric) Swenson of Salt Lake City, Utah & Carrie (Gerard) Krupke of Norwalk, Iowa.

James Dean Vanlandingham

James Dean Vanlandingham passed away on May 13, 2021 in Chandler, Arizona.



James was born in Albuquerque, New Mexico on June 19, 1956. James graduated from Palmer High School and received a Bachelor of Science in Business Administration from Colorado State University.

James worked as a fighter pilot in the United States Air Force flying the A-10 and F-16, he was a pilot for U.S. Air and a captain for United Airlines.

James also had a passion for motorcycles, golf, running, traveling, Hawaii, and his family.

James will be leaving behind his daughters, Jennifer and Erin; sister Kathy; grandchild Clementine and her soon to be sibling; son in law Mike and Morgan; brother-in-law Gary (Sandy).



HIGH FLIGHT

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

Robert "Bob" J Carey



Robert J. Carey, Sr., age 85 years, of Cairo, N.Y. passed away on August 9, 2021. He was born on January 10, 1936, in Brooklyn, N.Y. and is the son of the late Michael and Anne (Gaston) Carey.

Besides his parents, he is predeceased by his son Robert, Jr., and also his sister Sandra Moriarity.

Survivors include his loving wife of 57 years Jane Carey of Cairo, NY, his two Daughters Christina and Eric Kuever and Heather and Peter Maassmann, two sisters Maureen Tierney of Florida and Judith Walsh of NJ, two brothers Michael Carey, Jr. of PA, and Edward Carey of Staten Island. Survivors also include his five grandchildren Alley and Peter Maassmann, Ava, Michael and Robert Carey III, and numerous nieces, nephews, and friends.

During Bob's lifetime, he served his country proudly in The United States Air Force from 1954-1962. He was employed as a flight dispatcher for over 32 years and retired from United Airlines. Bob was especially proud that he created the Cairo Playground and that he was a Councilman for The Town of Cairo and being a Republican. He loved to have lunch with the "Good Old Boys" in the Town of Cairo.

Bob also enjoyed spending time with his family, he also enjoyed being an avid puzzler, and he loved doing cryptograms, and his hobby of wood whittling.

Graveside services will be held on Friday, August 13, 2021, at 11:00 A.M. at the family plot of The Round Top Cemetery, Round Top, N.Y.

Donations in Robert's memory may be made to Community Hospice, 47 Liberty Street, Catskill, N.Y. 12414.

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



Flown West

Remembering United Pilots who have Flown West

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

Alex Becker	Jan 1, 2020
Thomas A Bellm, Jr.	Sep 2020
Frank A Bennett	Jul 29, 2021
Fernando, J Cabeza	Jan 13, 2021
Justin W Caldwell	Oct 2021
Robert "Bob" J Carey	Aug 9, 2021
Jeffrey R Douglas	Apr 15, 2019
William "Bill" L Goleman	Mar 24, 2021
David A Harris	Aug 1, 2019
Clarence G Jackson, Jr.	Apr 18, 2021
Robert E Lang	Jun 6, 2021
John R Lange	Jun 25, 2019
Robert L Mitchell	Jul 30, 2021
Norwin Synnestvedt	Jun 20, 2021
James Dean Vanlandingham	May 13, 2021
Joseph "Joe" R Williams	Jun 22, 2021

**denotes RUPA non-member*



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RUPA Luncheon Information

RUPANEWS Deadline: 15th of Each Month

Arizona

Phoenix Roadrunners (2nd Tuesday, Oct thru Mar) - *Bobby Q Restaurant*.

Call Frank Soare: 602-690-4015 jmandtheflash@hotmail.com

Tucson Toros (Dates vary) Contact Randy Ryan for Info: 520-797-3912 - randyryan40@msn.com

California

Dana Point CA (2nd Tuesday) - *Proud Mary's*—Call Rico 949-842-5186

Los Angeles South Bay (2nd Thursday, even months) - Location TBA - 310-378-6855

Monterey Peninsula (2nd Wednesday) - *Woody's at MRY Airport* - *RSVPs Required* - 831-622-7747

SAC Valley Gold Wings (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- *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 Wed 11:00AM) - *The Golden Corral Buffet & 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

Georgia

Loc (Date To Be Announced) Call Mike Marcano @ 770-495-0002, *Loc TBD*

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 (2nd Wednesday @ 1100 hrs) - *BJ's Brewhouse* in Summerlin. jldonahue@alumni.nd.edu

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* - psfoman@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 11:00 AM) - *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

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IN THIS ISSUE

President's Message	Page 3	Articles	Page 8-18
New President's Message	Page 4	Letters	Page 19-29
About the Cover	Page 4	In Memoriam	Page 29-30
Local Reports	Page 5-13	Calendar	Page 32

Volume 14 Number 9 (Journal 624) September, 2011

20 years ago - Sep 2001





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Journal of the Retired United Pilots Association

Volume 3 Number 9 (Journal 506) September, 2001

IN THIS ISSUE

About the Cover	Page 3	Articles	Page 8-18
Convention Registration	Page 5	Letters	Page 19-29
Notices	Pages 6-11	In Memoriam	Page 29-30
LTC Insurance	Page 25	Calendar	Page 32
Risks of Alternative Medicine	Page 34		
In Memoriam & Flown West	Pages 37-39		
Calendar	Page 40		

Alvin Greenway
FORD 2-AT
1925



Member Photos

Member-submitted layover and work-related photos



Air Waves over the Pacific. Dec 2004



Keenan Koukol. "accepted" into UA Aviate program. Working on tailwind endorsement with Don 'Wolfman' Wolfe. by Wolfman



A bit of "American Soil" for soldiers boarding in Kuwait - 2004. by Lesli Thomas



Ian Gregoire - Then and Now.
UAL 737 Sim - Civil Air Patrol Flight Center Tour.
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