
rupanews



Journal of the Retired United Pilots Association



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Member Photos

Member-submitted layover and work-related photos



FRA on MUC-ORD Flight. by Jeff Starr



Volcano erupting over Siberia. SFO - PEK. 19 Aug '07.



737-200 Cockpit @ Hiller Museum.
by Larry Whyman



Wolfman in the wild. Champions, FRA.



Cockpit coffee cup.
Cuz pilots are special?
by Dano

Welcome to ShangHai
2020



October, 2021 RUPANEWS



[About the Cover](#) . . . RUPA is 59 years old this October.

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

[President's Letter](#) . . . **Don Wolfe** reminds RUPA members of their skills and accomplishments as United Airlines' pilots. Welcomes new members.

[Retirement & Insurance](#) . . . **Bob Engelman** explains open enrollment is approaching and there may be some decision making among members.

[From the Editor's Desk](#) . . . Tidbits of information for our members. More scams, spams and fishing. This time with Facebook quizzes.

[Travel Report](#) . . . Our intrepid traveler, **Pat Palazzolo**, tells us about New England in the Fall.

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

[Luncheons](#) . . . Luncheons are picking up. Twenty-five entries this month. That's a new max for 2021. 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

[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](#) . . . Ramp Views ~ 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, 4100 Ampezo Pl., Forest Hill,, CA 95631-9230. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

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President's Letter

Don Wolfe rupapres@rupa.org



We've enjoyed a successful career flying big jets and have entered one of the best chapters of our lives. Retirement offers no concerns about bidding, commuting, or studying for our next check ride. Even though our schedule is wide open, we've discovered that our calendars fill up quickly. How did we ever find time to go to work? Retirement has allowed us to see many of the places we've flown over, and to travel to destinations we've only dreamed about. When we get there we can stay as long as we want. Life is good.

Retirement is also a time to put our CRM skills to good use as a volunteer or a board member of your favorite charity. Many of you have been invited in to be in a leadership position because of your ability to achieve goals and to get everyone to work together. No surprise here. As aviators, our seats were in the front row. We were hired and trained to be leaders not followers.

We've made many friendships during our careers at United. RUPA has allowed us to continue enjoying many of those friendships via our regional luncheon events. These luncheons enable us to socialize with good friends from the old United family on a monthly basis. In 2022 consider including an out of state RUPA luncheon in your vacation plans. Luncheon locations and dates can be found by selecting the new "[RUPA Luncheons](#)" tab on the [RUPA.org](#) website. We also have a [RUPA Cruise in 2022](#) and our RUPA Reunion on the books for 2023. Look for future information about these events in the RUPANEWS and on the website.

We are very proud of the positive evolution of our monthly *RUPANEWS* magazine. **Cleve Spring** and **George Cox** have used their talents to create a professional publication that is entertaining, informative and second to none. The RUPANEWS keeps us up to date on the developments in the aviation industry as well as United Airlines. We encourage all of you to submit your own "There I was story", travel adventure or personal update. Contributions from our members have brought back the old hangar flying stories previously spun on the flight deck or layover. It's amazing how many of us actually "saved the day".

Our volunteer staff is here to serve you and to keep our association running like a "well dialed" Pratt and Whitney. Your RUPA team includes Vice President **Dan Petrovich**, Secretary / Treasurer **John Rains**, *RUPANEWS* Editor and eBlast Chairman **George Cox**, Membership Chairman **Larry Whyman**, RUPA R&I Chairman **Bob Engelman**, RUPA Travel Rep **Pat Palazzolo**, RUPA Luncheon Group Coordinator **John Gorczyca**, Website Coordinator **Jon Rowbottom** and the Facebook RUPA group coordinator **Cort de Peyster**. Thank you to each and every one of them for their efforts and dedication to all of us.

In closing, I'll remind you that the seatbelt sign is never on in this organization. You are encouraged to get up and move freely about planet earth and to find joy in every day.

I hope to see you out there !



Captain Don Wolfe



Welcome New Members

<u>New Member</u>	<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
Capt John "J.R." R Moseley	SFO	Ariel	El Granada, CA
Capt Christopher "Chris" P Fisher	DEN	Trish	Denver, CO
Capt Brian W Atchison	SFO	Vivian LaFrancoeur	Incline Village, NV
Capt John "Jack" F Banas	EWR	Lori	Winter Garden, FL
Capt Mary Jane Hinds	EWR	Kim	Lake St. Louis, MO
Capt Mark J Janowski	SFO		Goodyear, AZ
F/O Klaus P Mueller	LAX	Amy	Henderson, NV
Capt Jeffery "Jeff" A Mundle	SFO	Eve	Ft Lauderdale, FL
Capt Paul WM Hughes	IAD	Janet	Ormond Beach, FL
Capt Emil Lassen	DEN	Cheryl	Parker, CO
Capt Michael "Mike" W Leverington	LAX	Miriam	Colorado Springs, CO
Capt Eric V Hinshaw	EWR	Dee	Lake Wales, FL
Capt Patrick E Variali	ORD	Marlene	Chicago, IL

NOTAMS



2022 Directory Update ~ Reminder to update any changes to personal info: addresses, phone #s, email, etc. Due by 1 Dec. to RUPASecTr@rupa.org

Coming to the RUPANews - QR codes.

A **QR code** (abbreviated from **Quick Response code**) is a type of [matrix barcode](#) (or two-dimensional barcode¹) invented in 1994 by the Japanese automotive company [Denso Wave](#). A barcode is a machine-readable optical label that contains information about the item to which it is attached. In practice, QR codes often contain data for a locator, identifier, or [tracker](#) that points to a website or application. A QR code uses four standardized encoding modes (numeric, alphanumeric, byte/binary, and [kanji](#)) to store data efficiently; extensions may also be used.



Are you reading this in the hard copy of the RUPANews and want to read more on-line?

Unlike links encoded in the text, (there are four links in the paragraph above) a QR code will let your smartphone camera "read" the QR code and then navigate to the embedded link. Some smartphones will even do this with the camera ap and others will need a QR code reader ap installed.

Try it. This QR code will take you to the full Wikipedia QR Code article.

From the Editor's Desk

George Cox rupaeditor@rupa.org



Happy Birthday RUPA. Our 59th year.

RUPA got its start in 1963 when Dick Petty wrote Bill Kennedy suggesting the retired United Airlines pilots form a Social Organization to keep in contact with each other. At the first meeting in October 1963, Bill Kennedy was elected President, Bill Williams VP and Harry Huking Secretary Treasurer. We've been getting better every year.

Annual letters not published. Several members told me they have sent annual letters and have yet to see them in the *RUPANews*. Here's what I discovered. They were using the incorrect email address. Yes, they were sending their emails to "rupaeditor" and here's where it went south.

They were sending them to "rupaeditor@rupa.com", not "@rupa.org". Remember, our email address extension ends in "org" for "organization". The ".com" is the most common and sometimes the fingers just have a mind of their own.

Or better still, if you are reading the *eRUPANews*, click on the email link beside my name.

Retiree badge bonus. I mentioned the retiree badge last [issue](#). I got this from a member:

Hey George!

On thing I found is that getting the Retiree Badge gets me the interline rate at FedEx which is a fantastic benefit. I am sure there are other deals but a local FedEx office told me about this one.

*Dennis 'Doc' Holliday
Retired Oct 2019*

Doc is correct but there is a caveat. It should work at FedEx outlets themselves, not third party mailing centers. This is based on feedback from Facebook employee forums. You will need to know your UAL file number as well. It is not on the retiree card.

2022 Member Directory. The Directory is distributed in lieu of a January issue. There is no electronic version, only a hard copy that is mailed to your address on file. It is not uncommon for the Secretary and myself to get emails or phone calls saying the information in the directory is incorrect. Now is the time to check it and let us know.

Directory *bingo* date is 1 Dec 2021.

Editor GeorgeE



**My kids will never
know the joy of
finding a quarter
in the coin return**

**"Finding a Quarter?"
I wish!
In my day, calls were a dime.**

Scams, Spams and Phishing

George Cox (RUPA)

Security Questions. If you've ever registered online for an account or website access, you are often asked for several security questions. A security question is form of shared secret used as an authenticator. It is commonly used by banks, cable companies and wireless providers as an extra security layer. It is to help confirm your identity and prevent fraud. Read more [here](#).

Here are examples of some common security questions:

- In what city were you born?
- What is the name of your favorite pet?
- What is your mother's maiden name?
- What high school did you attend?
- What is the name of your first school?
- What was your favorite food as a child?
- What street did you grow up on?
- What was the make of your first car?
- What was your high school mascot?
- What was the name of your first pet?

Are you a Facebook user? If so, then you have probably seen cute posts asking seemingly harmless questions. Typically these posts will have thousands, if not millions of replies.

Here are some actual posts: (And there are many more)

**What was the first car
you owned?** 🚗
No lying 😂

DO YOU REMEMBER YOUR



FIRST GRADE TEACHERS NAME?

**What was
your first job?**

Do you see a trend? These seemingly harmless “fun” posts, some with cute photos, are not only collecting personal information but could be used for nefarious purposes. Notice how some look like common website security question?

Welcome to the world of [Social Engineering and information security](#).

Click on the links below to read further information on the subject:

- [Don't Give Away Historic Details About Yourself](#)
- [Viral Surveys On Facebook Are Fraught With Risk](#)
- [17 Facebook Scams You Need to Take Seriously](#)
- [Why You Probably Shouldn't Take That Facebook Quiz](#)
- [Does Taking Facebook Quizzes Put Your Information at Risk?](#)
- [Taking Facebook Quizzes Could Put You at Risk for Identity Theft](#)
- [How Hackers Use Social Engineering to Get Passwords on Facebook](#)
- [Why You Need to Stop Using Facebook, Twitter, or Google to Log Into Apps](#)

Fight the Phish - be cybersmart

R & I Report

Retirement and Insurance Information

Bob Engelman rupari@rupa.org

Hi to all.

1. Now that we're into Fall, we need to start reviewing our options for medical coverage in Open Enrollment. I received this enote [slightly edited] from a recent retiree:

"...here's a question that may not have been posed yet as the ALPA health insurance offerings are new as of this year I believe, at least to we recent retirees.

Any feedback from anyone that opted for the ALPA coverages in lieu of the UA Aetna Medicare Advantage?

Might it be worth posing the question to the membership for some pro and con feedback with open enrollment for 2022 not too far in the future?

I've attached the 2021 summaries of the two ALPA plans and the UA Medicare advantage plan for reference. They are all Aetna plans with varying premiums. For a novice it's a bit difficult to compare apples to apples particularly in the medication coverages.

The Aetna Medicare Advantage is hard to beat for coverage but the zero premium for one of the ALPA plans (how is that possible) is attention-getting.

Hope all is well,

Barry"

I replied with the following enote. Most of you have already gone through this, so most of this is for fairly recent RUPA members.

Hi Barry-

I looked pretty carefully at both the UAL/Aetna plan and the two ALPA/Aetna plans. I also got on the ALPA/Aetna plan conference call. It was informative, and then we got to ask questions, and I had a couple. I wrote about them in the November, 2020, issue of the RUPA News, which you can find on the RUPA website or clicking [here](#).

The main difference is that the UAL plan has better prescription drug coverage. Since my wife has two expensive medications, it was important to stay with the UAL plan, and it's really paid off for us. Once you hit the \$300 annual out of pocket they pay just about everything.

The wife of one of our members spent about 50 years in the benefits game, and she and I corresponded frequently when UAL switched us, (with no input from retirees BTW), from BlueCross BlueShield to Aetna, and then again when ALPA offered their plans. She also feels the UAL plan's prescription drug coverage is excellent.

Choosing which way to go is really a personal choice. I don't know of anyone who decided to go with the ALPA plan, but I'll ask for anyone who did to send me an [enote](#) after reading what I'll write for the October issue.

Thanks,

Bob

Don't forget, the article I wrote about these plans is on the RUPA.org website, in the November, 2020, issue of the RUPA News. Click [here](#) to link there.

So...if any of you have opted for the ALPA/Aetna plan, either one, please send me an [enote](#) and let me know so we can tell our members what you think. Time is of the essence, so please email me ASAP.

2. This next enote was forwarded to me by our worthy president, Don Wolfe, aka "Wolfman" or "Wm." He got it from one of our members, and it's good info about our PBGC accounts.

"Subject: MY PBA...PBGC

I spoke with the folks at the PBGC today inquiring how to change FITW (tax withholding) and direct deposit information if needed as it used to be on the old site. I was informed the new site is a work in progress and they plan to add that capability in October. In the meantime, if you need to make a change, you must call them and do it over the phone. Best to press option #1 for a callback as I was # 300 last week and # 40 today...callback was within 15 minutes."

The PBGC phone number I have for customer service is 800-400-7242, between the hours of 8:00 a.m. to 7:00 p.m. ET, Monday - Friday (except Federal holidays). You'll probably need this info:

Case number/Plan number 19962700

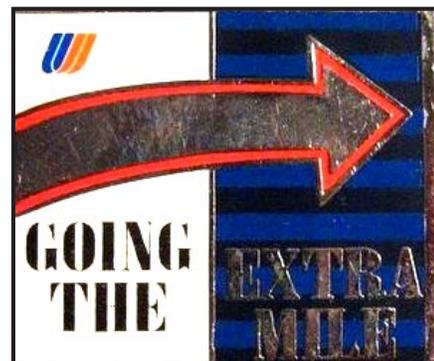
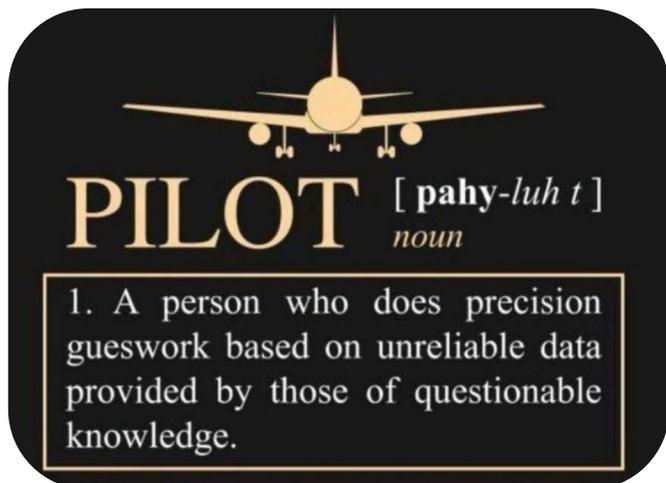
Date of termination: Dec 30, 2004

That's all for now. Keep those cards and letters coming, especially if you have information that you think the rest of our members would like to know.

Bob Engelman



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



UAL Lapel Pin
"Going the Extra Mile"

Travel Report

Retiree Travel information



October 2021

Captain Pat Palazzolo

rupapasstravel@rupa.org

Employee Travel Center (ETC)

+1 (877) 825-3729

etc@united.com

Hello fellow aviators,

Looking for somewhere to go in October that's relatively safe and doesn't require a long flight? Try a trip to New England to see the fall leaves.

Here are some of the best places to catch this annual display of color. But the dates with the most vibrant colors can fluctuate from one area to another, so consider calling a local hotel and asking for their recommendation.

Lake Winnepesaukee Loop in New Hampshire.

Try a road trip around New Hampshire's biggest lake and take in the waterfront views and bright autumn leaves. It's a big lake – the loop consists of 97 miles of premium New England sights.

You can stop for lunch and a stroll in any one of the quaint towns along the loop, like Meredith, or even stop for some spectacular hiking.



Maine's Acadia National Park.

Northeast of Camden, the 47,000-acre Acadia National Park on Mount Desert Island is a nature lover's paradise and a place many view as the epitome of foliage destinations.

The Park Loop Road, 27 miles long, is filled with awesome autumn spots to take in the fall leaves. You can enjoy majestic views from Cadillac Mountain.

Nearby towns are charming on their own and allow you to venture out with day passes into the park. Mid-October is the best time to enjoy this once a year spectacle, but the surroundings are beautiful year-round.



The 63-mile-long Mohawk Trail follows what was once a Native American trade route. Located in northwest Massachusetts, it straddles the Berkshire Mountains between the Hudson and Connecticut River valleys.

There are mountain streams and plenty of pit stops along the way, like the Golden Eagle restaurant on the trail's famous Hairpin Turn. The food is decent, the view is unbeatable.



Boston Massachusetts

Want to see the leaves, but you don't want to rent a car? Boston offers easily accessible views from this historic city.

Stroll through the trees in Boston Common and the Public Garden. Walk or bike along the Charles River Esplanade. And head to the Arnold Arboretum, an outdoor museum of trees and the oldest public arboretum in North America.

You can also drive to Walden Pond, where you'll see Henry David Thoreau's tiny cabin, along with beautiful fall foliage reflected in the pond.



When you're done communing with nature, don't forget to take in the best of Boston's cultural and historical sites and restaurants. You won't be disappointed.



Unaccompanied
Minor
Pins
Through
The
years



RUPA Cruise - 2022

Retiree Travel information



The wait is over! We believe if one is careful, it is safe to travel once again. Back in 2019 we had planned to have a cruise to Alaska in 2020, but you all know what happened to that plan. Now, with nearly everyone having had their shots for the dreaded Covid-19, many people feel it is safe to cruise again.

We have picked a date that is one year from now. Hopefully by then the Delta variant will be under control Cruises are filling up fast with people anxious to get back on the water.

Everyone who had planned to cruise back then, and had their cruise cancelled, is now signing up for the cruise they missed.

So with that said, I am pleased to announce that the next RUPA Cruise will be the 14-DAY GREAT ALASKAN EXPLORER by Holland America sailing from Vancouver B.C. Our ship will be the Noordam; it will depart Vancouver on September 18, and return on October 2, 2022. From the crystalline waters of Tracy Arm/Endicott Arm to the peaks of Misty Fjords and stops in Juneau, Skagway, and Sitka; every day on this 14-day roundtrip cruise is incredible. This is a cruise to experience glaciers, fjords, inlets, rivers, streams and wildlife galore, so bring those binoculars.

Plan to arrive a day or two early to take in the sights of modern Vancouver. Boarding the ship usually begins around noon with departure at 4:30 PM.

We have had a good early response to our previous cruise announcement and as of this date (9/3/2021) have 10 cabins booked for our group and hope many more join us. Remember all are welcome, friends, family and neighbors.

You can view all the information about this cruise on rupa.org or go to the Holland America website for additional information. Go to www.hollandamerica.com. In the destination box select Alaska & Yukon, in the departure date box select September, in the duration box select 9-16 days, in the departure box select Vancouver and click on the search button. Look for the 14-Day Great Alaskan Explorer. There are two of them; this one departs on September 18.

Amenities are constantly changing and hard to keep-up with..

Questions? Call Jerry Poulin at Jerry's Travel Service (508) 829-3068 or gpsp@aol.com for the latest information and pricing. All prices are subject to change until booked. If lower prices become available you will be rebooked. Deposit is refundable until the final payment.

Submitted by Rich Bouska





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



Marc Champion, Director of the Denver Flight Training Center hosted the 911 Ceremony. The food in the "A" Hall, the CAE B787 Simulators, the 911 Memorial Park and the Historical Exhibit were well attended.



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



Luncheons / Local Reports

Check the Luncheon Information page for your area

SFO North Bay Group

This is getting to be a habit - albeit a good one. The North Bay group met once again at the [Cafe Bellini](#) in Petaluma. Along with our usual suspects we had three new guests join us. **Ross Sagun**, recently retired, **Duncan Flett**, still working, and **Mike Gaylord** from the maintenance side of the house.

The table talk was lively and **Rick Saber** told us of his recent trip to the Galápagos Islands. Also **Rick** related his experience of being on a flight to the USA on September 11, 2001 and winding up in Calgary, Alberta and how well the Canadians treated the hundreds of stranded air travelers that wound up on their doorstep. Never to be forgotten.

We meet the first Wednesday of the month at the [Cafe Bellini](#), 100 S. McDowell Blvd. in Petaluma. All are welcome, come join us. Meet at 11:30am with a sit down at 12:00 pm, usually all fed and watered by 1:30...Local COVID protocol in place.

See you there,

Per Ardua,

Barney



CW: Dee Whyman, Carol Reed, Kathleen Billings, Bob Billings, Ross Sagun, Duncan Flett, Gardner Bride, Mike Gaylord, John Reed, Jules Lepkowsky, Rick Saber, Barney Hagen, Dick Hanna, Larry Whyman.

Don't do something permanently stupid
because you're temporarily upset

Reno's Biggest Little Group

Jim Whiteley, the new Scribe for the Reno Group.

It was a great meeting, however, because of the low minimums due to smoke, only a few of the "Old Bold Pilots" made the lunch.

Never complain about something never being done. By unanimous vote you are in charge.

Jim



L-R: Gene Lamski, Bill Shepherd, Don Merueci, Jim Whiteley, Larry Fritz, Len Bochicchio, Gary Dyer and Tom Taber.



Then
And
Now



SFO Bay-Siders (Aug '21)

We had our second luncheon since the pandemic on August 10th. As you can see it was a small group. Also, contrary to our July luncheon, masks were now required.

We had much discussion about the 'pandemic of unvaccinated people'. We all knew people who had not gotten the vaccine and who had gotten sick, including some very sick. As soon as they went into the hospital, they invariably asked if they could get the vaccine right away, and the answer was no.

We talked about our careers. Us pilots were all furloughed for a number of years. My girlfriend **Cyndi** was a flight attendant for 36 ½ years, no furlough and no B-scale. **Carole Gillett** had a long and successful career at the company working in inflight, the maintenance base, Flight Ops among other postings. It was good stuff. Hope to see more people this fall.

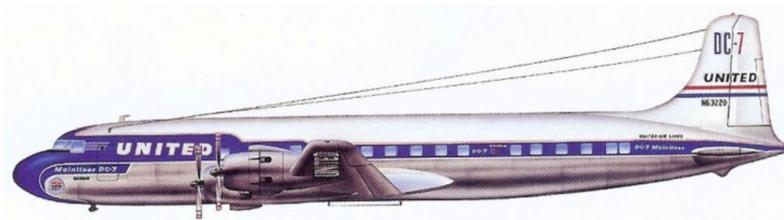
Our luncheons are always on the second Tuesday of the month, at 1130am, at [Harry's Hofbrau](#), 1909 El Camino Real, Redwood City, CA.

Come join us.,

Rich Erhardt



L-R: Jerry Terstiege, Jeri Johnson, Carol Gillett, Cyndi Schwager and Rich Erhardt.



SFO Bay-Siders (Sep '21)

We had our third luncheon, since the quarantine was lifted, on Tuesday, September 14th. Again, another small turnout. The restaurant itself was not that busy, so maybe people are wary of the Delta variant. All our members are vaccinated and waiting for the booster shot, if it is approved and recommended.

We discussed flying in this new era. **Cyndi** and I had to buy 20% employee tickets to get seats on an airplane to back east. The price was about double what it was a couple of years ago. The inflight crew and passengers were all good.

That's about all for now. Let's try and get more members to show up. Our luncheons are the second Tuesday every month at 1130, at [Harry's Hofbrau](#), 1909 El Camino Real, Redwood City, California.

Come join us.,

Rich Erhardt



L-R: Rich Erhardt, Cyndi Schwager and Carol Gillett.

If you don't go after
what you want, you'll never
have it. If you don't ask,
the answer is always no.
If you don't step forward, you're
always in the same place.

NOTAM: RSW - Southwest Florida RUPA Chapter

ADVANCE NOTICE FOR NOVEMBER 2021 LUNCHEON

The SW Florida RUPA Chapter has not had a luncheon since March 2020 due to Covid and caution amongst the usual attendees. We're trying to reinvigorate the RUPA group and plan to start up again with the first of the season which will be Monday, 8 Nov 2021 at the Olive Garden.

Our luncheons have traditionally been on the second Monday of November, January, February and March. In case you haven't attended before, the address of the [Olive Garden](#) is 12870 Cleveland Ave (Route 41), Fort Myers, FL 33907. We show up about 1130 and eat about 1200 and stay as long as we want.

Our RUPA chapter rep, **Gary Crittenden**, "retired" as the coordinator in June 2021 after about 15 years with me as the "temporary hire" assistant. No one volunteered to take his job. I've been the "temporary hire" since 2011 to keep things going with **Gary** and will continue to do so. For sure, I will be there for the 8 Nov luncheon regardless of how many show up, even if I'm the only one! After all, a girl's got to eat! I hope a few others show up so I'm not just "a party of one"! The Olive Garden has done a renovation and they're looking forward to seeing us again after a long hiatus.

I plan to send out an email group notice of the luncheon to the names that have been passed on to me by **Gary** as a reminder. Usually we do not need a head count as we have a room all to ourselves and adding tables is not an issue. Of course, all welcome (United and Continental). New retirees, spouses/partners/visiting offspring are especially welcomed. Hope to see you there if you're in beautiful southwest Florida.

Yours truly,

Dot Prose, email: proседа@yahoo.com.

NOTAM: TUS - Tucson Toros

Winter in Tucson?

While COVID is not under control now but most of us have been vaccinated so it should not keep us from getting together and enjoying our somewhat slow recovery to "normal" life.

While our governor mandates that there will be NO mask mandates in Arizona there are a lot of places that encourage those who have been vaccinated to enter without masks, even for indoor dining. "Social distancing" is possible and so is outdoor dining.

So, if you will be returning to the Tucson area this fall or winter, and would like to get together for a lunch or dinner with other RUPA retirees and/or spouses, let me know and I'll work to set something up for the group. Any suggestions as to where or when you would like to get something together would also be appreciated. In the past, we have used the Tucson country Club and before COVID we had a really nice lunch in Green Valley. So, if you have a favorite place anywhere in the area, please let me know and I'll work on it.

Randy Ryan

RANDYRYAN40@msn.com



Las Vegas Lunch Bunch

We all had a great time with lots of much needed laughter...the best medicine.

Expecting another five folks in October.

Our next luncheon will at the BJ Brewhouse in Summerlin on Wednesday, 13 October, at 1100.

Please RVSP to jldonahue@alumni.nd.edu

Jack



CW: Jack Donahue, Jean Ann Donahue, Opal Bolles, Hugh Mattern, Ruth Dixon, Ibrahim Garba, Jim Geddes, Klaus Mueller and Jack Glaze.

EUG - Oregon Coasters

Greetings fellow retired aviators!

Sorry that this darn pandemic keeps dragging along. I was hopeful that we could resume luncheons but that will have to wait for two things;

First, the Delta variant is wrecking havoc even among those who are fully vaccinated. We have several friends who are sick with Covid and who were vaccinated, so those count as "break through" cases. They are not deathly ill, but they still feel pretty beat up and were hospitalized. According to the latest estimates by Moderna and Pfizer, their vaccines are 61% effective at the six month since vaccination date. That is likely going to bring up the next phase of booster shots. I will be anxious to get mine. It is estimated that the Delta variant will abate quickly around the first week of October. We will see.

Second, our restaurants in town are really struggling and cannot accommodate us as a group, particularly as a group that sits, eats and "chats". They need their tables turned over quickly and frankly, several restaurants have closed recently due to covid infections of their staff. So as your coordinator for this group, I think it best to pause and continue to look for the light at the end of the tunnel before resuming social activities.

Keep safe!

Larry Farnsworth

Pacific Northwest Flyers

As summer in the far north west corner of our nation was winding down and approaching precipitation in the TAF, we mustered seven aviators and four planes for our Sept.4th, Labor Day weekend, gathering. This month it was held at the ever popular Ellie's At The Airport in Arlington, WA.

Those not present, were of course the target and topic of conversation. Good banter and camaraderie ensued, with topics from CV, to war stories on the line, to celestial navigation, by our token actual FAA certified Flight Navigator , Dixon Smith.

Those who braved “breaking the surly bonds of earth”, to attend were:

Don Lake, Earl Poland, Bill Johnson, Tad Gordon (former ACP SFOFO), **George Johnson, Dixon Smith**, and yours truly.

Types of aircraft, Beechcraft Barron , Mooney 231, Piper Cub , Remos GX.

Again, any RUPA members in the Pacific NW, with or without planes, are most welcome to join us.

Email cortreno@aol.com to get on our notification list.

Your humble scribe,

Cort

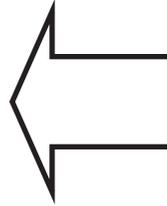


L-R with Ellie's in the background: Earl Poland, Tad Gordon, Bill Johnson, Don Lake, Dixon Smith and George Johnson.

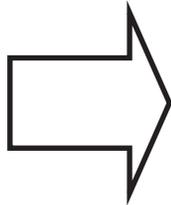


Our noisy group relegated to the back corner of Ellie's.

CW: Bill Johnson, Don Lake, Earl Poland, Tad Gordon, George Johnson, Cort de Peyster and Dixon Smith.



Earl with his beautifully restored, Navy Cub.



Captain Gordon, being dropped off at Oak Harbor, Whidbey Island. After lunch, he flew the leg in the little "plastic fantastic", enroute back to the San Juan Islands.



Florida - Ham Wilson Gold Coast Group

We had a good lunch and August and September are always the slowest months of the year in South Florida. The snowbirds will be back in a month or two when it starts getting cold and miserable up north and attendance will increase.

Last month was the first one I have missed in a while and no one took a picture so I'm sure you can live with that and see the smiling faces below. The October lunch will be the second Thursday which will be October 14, same time, same place.

Attending yesterday was **Ham Oldham, Jim Morehead, Gene Anderson, Steve Hubert, and Paul Livingway**. Interesting that two of the front row guys were Capital Airlines pilots and the ones in the back all had the distinction of being furloughed at one time.

Jim



CW: Ham Oldham, Jim Morehead, Gene Anderson, Steve Hubert and Paul Livingway.

Big Island Stargazers

Recently, Hawaii has seen a dramatic rise in COVID cases due to the Delta variant and our hospitals are stretched to capacity. New restrictions have been put in place for group gatherings and we decided that it was in our best interest not to meet in August.

Meanwhile, we keep busy with our activities (like watching sunsets) and hope to get together again soon.

Stay safe.

*A Hui Hou... Linda
Morley-Wells*



Sunset at Kikaua Point Beach Park on the Kona Coast

Monterey Peninsula RUPA Lunch Bunch

The Monterey Peninsula RUPA Lunch Bunch

Despite fog sitting in the Monterey Bay just off shore from MRY airport, our September lunch at Woody's was in clear skies with very enjoyable warm temperatures. The smoky haze that had been lingering for days had blown out enough to forget, temporarily, about the many serious California wild fires. So far our local group has not been burned out except for **Mark Jines** who lost property near Lake Tahoe.

Those joining us at table were **Jon Rowbottom, Ken and Cheryl Bohrman, Linda Mackie, Diane Emerson, Steve and Terry Filson, Wayne and Yvonne Aleshire**, and yours truly. Conversations varied from **Wayne's** Navy flying days at Adak, AK in a P-3, to talking about the RUPA Alaska cruise in 2022.

We took a moment to remember 9/11 – 20 years ago - and the loss of **Jason Dahl** and **LeRoy Homer** of UAL Flight 93 and **Victor Saracini** and **Michael Horrocks** of UAL Flight 175, their flight attendants and passengers, and the first responders.

Our next lunch will be at 11:30 on October 13th at Woody's. Please RSVP by noon the Monday before!

Stay safe!

Phyllis Cleveland



CW: Ken Bohrman, Jon Rowbottom, Linda Mackie, Diane Emerson, Yvonne and Wayne Aleshire, Phyllis Cleveland, Steve and Terri Folsom and Cheryl Bohrman.

I miss the 90's when bread was still good for you
And no one knew what kale was

Seattle Gooney Birds

On a beautiful early September day ten SEA Gooney Birds and three wives gathered for lunch at the SeaTac Marriott. As always, **Jackie** provided the group with excellent service.

We welcomed newly-retired **Rico Morales** to his first lunch and dug up several remembrances from the old days.

Absentees **Denney Narog**, **Clark Crawford** and **Doug Postlewait** sent their best wishes as did **Paul Hall**, who now resides in his home state of Alabama. Greeting cards for delivery to Super Seniors **Chuck Westpfahl** and **Herb Marks** were signed as well.

The group was reminded of the October 2nd Celebration of Life at the Museum of Flight for **Robert (Bob) Howard**, a long time United employee, and in the opinion of many, the finest Crew Scheduler ever.

The 20th anniversary being only two days away, everyone had the opportunity to recall his activities on and after 9/11. This occupied much of the remaining time.

For the Flock,

Hank Kerr



L-R: Kathy Black, Blythe Knechtel, Margie Reid.



Standing L-R : Bob Reid, Alan Black, Rico Morales, John Bley, Pete Lara, Larry Knechtel.
Sitting L-R: Jack Brown, George Compton, Hank Kerr, Bill Sanford.

Florida - JAX First Coasters

September 7 was time for another gathering of superior beings here in the Sunshine State bent on having a good time. No viruses holding us back. Fine food and laughter were served up at "The Bahama Breeze" in Jacksonville.

We are getting so good at this we decided to try it again. After our "not in charge" person figures out a date, time and location we'll pass it on. Right now it appears Thursday, Oct. 7 at 11:30 would be a good choice. *Blue Skies Bar and Grill* near Craig Airport meets our requirements. [Maybe Pilot Discounts] and we have it made.

Below are the lucky revelers from this month. Give Jim a call and you too could have your name and photo among the lucky few.

Stick with me for final announcement.

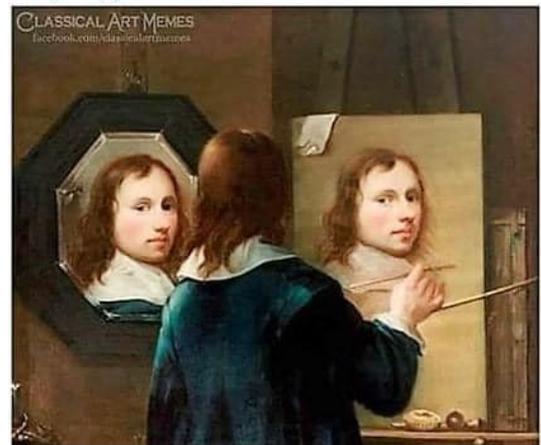
~ Jimmy ~



Standing L-R: Beverley Cochran, Randy Cheshire, Bill Gander, Jim Peterson, Jay Cochran.
Sitting L-R: Chris Cheshire, Laurie Reeves and Gerald Bradley.

**One way to find out
if you are old is to fall
down in front of a lot
of people. If they
laugh, you're still
young. If they panic
and start running to
you, you're old.**

Trying to take a selfie in 1646



San Francisco East Bay Luncheon



We had our regular luncheon at the [Primavera Ristorante](#) in San Ramon as scheduled. It was plenty hot outside, about 103 degrees, so we opted to eat inside.

We eat late enough so that there is plenty of room inside, besides the temperature kept diners home. Several people called to say they wouldn't make it because of the surge of Covid cases. We did miss one of our regulars, **Jerry Udelhoven** who was absent for unknown reasons. We hope he can make the next one. My wife **Georgia** will be having back surgery in a few days and we hope she will be cleared to attend next month.

If you are interested in going on the RUPA Cruise, check out the cruise info on our web site, rupa.org, and [page 12](#) in this issue.

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

Rich Bouska



CW: Rich and Georgia Bouska, our Super Senior member BS Smith and his driver, Neil and Tammy Dahlstrom, and Lee and Shirley Francis.

Friendship is catching up over good food and something nice to drink no matter the weather.

Florida (SUA) - Treasure Coast Sunbirds

September 14th, 2021

Greetings from SE FL !!!

Due to the time of year and travels by several of our Regular Attendees, we only had seven in attendance for our Luncheon this month. However, we did have a new Member, **Jarmo Toivola** and his wife, **Elaine**, show up unexpectedly to join us. **Jarmo** retired in Nov. 2019 and he and **Elaine** live up in Port St. Lucie, FL, just a few miles North of Stuart. We welcome him aboard and hope that he will be a regular and frequent attendee at our Luncheons. **Jarmo** was born and raised in Finland and will be a welcome addition to our Treasure Coast Group. 😊

As you will read under the picture, those in attendance were **Jarmo and Elaine, Jerry Holmes, Duff Daily, Ted Osinski, Andy Lambert** and myself, **Bob Langevin**. Two of our other regulars, George Bustillo and Joe Piazza were not able to make it due to other commitments. Also, **Jack Boisseau** and **Dave Damon** weren't there either for reasons that I don't know about.....but we missed ALL of them. Most of our conversations had to do with Jarmo's being from Finland, his background and how he got to the USA and joined UAL, etc. etc.. WE all also discussed some of our many Inflight and Layover experiences.....some good and some not so good. But the conversations were interesting and enjoyable. Our delicious food at Shrimper's was served by Ashley and she did a timely and wonderful service for us all.

Fortunately (at least so far) we here in SE FL are 3½ months thru our Hurricane Season and we've been very lucky up to this point. Let's hope that our GOOD LUCK streak will continue thru the end of November when our Official Hurricane Season ends. 🙏 🙏

That's about it for now, but in your travels, if you happen to be in the Stuart, FL area on Tuesday, Oct. 12th, we'll be at Shrimper's once again and we'd love to have you join us.

Cheers and Best Regards,

Bob Langevin (MIAFO, CLEFO and ORDFO)



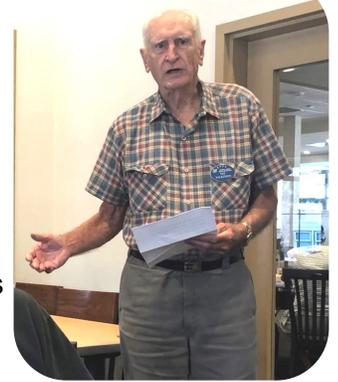
Sitting - Ted Osinski.

Standing (L-R) Jarmo and Elaine Toivola, Duff Daily, Bob Langevin, Andy Lambert and Jerry Holmes.

Denver Good 'Ol Pilots

Per SOP, 23 Good Ol' Pilots and guests held a lunch meeting on September 8th, the 2nd Wednesday of the month, at the [Golden Corral Buffet and Grill](#) in Aurora. Social hour commenced at 11:00 with lunch at noon. This was the second meeting since the Covid pause. We plan to continue meeting at The Golden Corral where we are provided a private room for the meeting and lunch. The buffet is quite varied. I heard one witty person say they had counted and there were at least 16 different desserts.

After lunch, **Ted Wilkinson**, our resident humorist, made us smile and laugh. We introduced two first time attendees, **Joe Bacheller** and **Brad Silverman**. As usual, we asked our new members to give us a rundown on their flying career. We will outline Joe's comments on his flying career this month and Brad's next month.



Ted Wilkinson

Joe was born into a United Airlines family. His Dad worked for UAL for 42 years at the maintenance base in San Francisco. He spent his last 15 years as a lead engine mechanic on the Pratt and Whitney engines used on the 747-400 and the 767-300. He was one of the original organizers of the Mainliner Flying Club. With this family background it is not surprising that Joe had an aptitude and affinity for aviation.

Joe soloed on his 16th birthday in an Aeronca Champ at Reid Hillview Airport in San Jose and had achieved his private license when he graduated from high school. Joe attended San Jose State University for 4 years, graduating with a degree in Aeronautical Operations in 1968. During his San Jose State years, he attained his commercial, instrument, multi-engine, flight instructor, and instrument instructor ratings while he worked as a flight instructor in the university flying club graduating with 2500 hours flight time. Joe had completed the hiring process at United to be hired as a flight officer upon graduation but during the height of the Vietnam war was drafted into the Army the day he graduated from San Jose State in January 1968. This precluded United from being able to hire him at that time as had been planned.

As a result of his civilian pilot ratings and experience as a flight instructor, the Army assigned Joe to serve as a flight simulator instructor at Hunter Army Airfield, Savannah, GA. After his military service Joe contacted United but was told there were pilots on furlough, and it could be many years before he could be hired. Joe then worked seven years for a company in Napa, CA training Japan Airlines prospective pilots hired in Japan with no flying experience to be trained through Commercial Pilot with multi engine and instrument ratings. Joe trained his students through the entire program doing all simulator and flight training until the ratings and graduation were complete. During the training process Joe established lifelong friendships with some of the students. One of these friends rose to Head of Flight Training at JAL and another to VP of 747 Flight Operations at JAL.

In November 1977, United had resumed hiring and Joe finally was hired as a Flight Officer. He was assigned to train new 727 flight engineers, eventually being type rated in the 727 and assigned to training First Officers and Captains. Ultimately, he flew as 757/767 FO, 747-400 FO, 727 Captain and 757/767 Standards Captain, which Joe said was his favorite job with United.

The 767 was used in international flying to Europe, Hawaii, South America, Delhi and Hong Kong. Joe had the responsibility to keep all the fleet instructors qualified in at least one of those regions. He performed the usual Standards Captain duties giving type rating checks, proficiency checks and line checks.

Joe retired from United on April 28, 2003, flying his last flight nonstop DEN to HNL with his wife, parents, three sons with their wives and four grandchildren on board. One son was a United Pilot, so he rode in the cockpit.

Joe currently works part time for Jeppesen, teaching international flight operations. This job has taken him to Australia, China, Canada, and Europe working mostly with corporate flight departments preparing their dispatchers and pilots for international operations.

Bob Brand who lives at Ridgeway, CO flew his RV-6 aircraft from Montrose Regional Airport to Centennial Airport to attend our meeting. Ridgeway is in southwestern Colorado about 40 driving miles from Telluride. After the meeting, **Doug Hill** gave Bob a ride to Centennial Airport where his RV-6 was parked for his return flight to Montrose on a beautiful September day. That is taking the \$100 hamburger to the next level. Hats off to Bob.

Photos by **David Grinton**. **Sue Johnston** evaded the camera this month.

Tom



Gerry Baker,
Joe Bacheller



L-R: Mark McGurk, Dick Grant, Davis Grinton, Rick Steele, Rob Schmidt



Bruce Munroe, Frank McCurdy, Gerry Baker



L-R: Joe Bacheller, David Mandolini, Bob Brand



Cliff Lawson, Steve Jacques, Brad Silverman



Doug Hill



L-R: Ted and Rose Wilkinson, Right Bob and Ann Blessin



Rick Bebee , Bill Hanson

Cleveland Crazies Group

Thursday September 16, 2021

The Cleveland Crazies September Luncheon was well attended with 17 members, wives and guests. The food and service at [Lager and Vine Restaurant](#) in Hudson, Ohio was excellent as usual. Everyone enjoyed the talk, the stories and just having time together.

We had an update on the 9-11 Memorial Service in Medina from **Dick Sanders**. We passed the hat to resupply our treasury, and we enjoyed two jokes from **Phil Jach**. We were given updates on several members that were not able to attend today.

Our next meeting will be on Thursday, October 21, 2021 at Lager and Vine at 1:00 pm.

Cheers,

Phil



Standing L-R: Phil Jach, Linda Jach, Rich McMakin, Ellis Sweat, Dick Sanders, Monica Burrill, Jim Burrill, John Hochmann, Bob Lang and Carol McMakin.

Seated L-R: Mary Serpentine, Joe Getz, Vickie Getz, Teri Holmberg, Mike Holmberg, Dawn Lang and Bob Olsen.

Medina 9-11 Ceremony

Several retired and active UAL pilots and flight attendants participated in a ceremony this morning in Medina which included a wreath laying.

Sponsored by The Medina Rotary, the Memorial is located in a lovely, reverent spot near downtown Medina. The service was attended by several hundred people.

Persons traveling in the area might want to plan a visit to this meditative memorial.

Dick Sanders CLEFO, RUPA



FAT Flyers

Hi Don et al ??????????????????

Don, first of all, thanks for correcting my email address!

Greetings to all from my five acres of snakes, spiders and scorpions, and puncture vine, my little corner of heaven here outside of Clovis. I appreciate all you guys, and all you are doing for RUPA in the name of the brotherhood of pilots that we all hold dear.

It's been a while since I posted anything to RUPA. After a long hiatus due to Covid, we are once again meeting. When I formed this group (FAT Flyers) it was a combination of good guys, not just United pilots, and it will remain so. We have some QB's, and "other" airline guys, as long as they fit the QB definition of "be a man of good cheer!" Having said that, we are primarily retired UALers, having lost our senior member (B-17 guy, age 97) and two of our guys' sons who have gone on to flying jobs of their own. And of course **Ed Manning** and **Richard Jordon** who have flown west.

So here's our group if you care to know: Four of these guys have other flying jobs, **Stan** is flying and farming his grapes and raisins, so there is no given as to who will attend, but we try. Sometimes there are only three or four of us, but it's all good!

- **Randy Bushore** (Continental, Fresno ANG) **Bud King** (RUPA)
- **Scott Gjerman** (Active UAL, QB) **Stan Rosenthal** (RUPA, QB)
- **Dave Goudelock** (RUPA, QB) **Fred Beltz** (Fresno ANG, QB)
- **Paul Nibur** (RUPA, Fresno ANG, QB) **Errol Mullins** (RUPA)
- **Rick Pamplin** (Retired UAL, notne-RUPA , QB) **Tom Rayl** (RUPA)

We meet on the 3rd Thursday of every month for breakfast at 0800 hrs at the [Yosemite Falls Café](#), 1455 Shaw Ave., Clovis, CA 93611. Ph 559-324-8456

Paul

Paul Nibur p.nibur@outlook.com 559-289-2626



L-R: Randy Bushore, Scott Gjerman, Paul Nibur, Dave Goudeluck.

SRQ Florida Sunsetters

The Sarasota Sunsetters are back. Yes, after 18 month we finally got the courage to muster out and visit our old watering hole Gecko's. The usual discussions of what have "you" been doing, sold a motorhome, wrapped my car, building a Hot Rod, Storing old cars.... Not too much flying talk as that chapter is closed and we are all glad it is because we are having the time of our lives.

Our next luncheon is November 9, 2021. We meet five times a year on the 2nd Tuesday of Jan, Mar, May, Sept and Nov. We ALWAYS encourage wives/ significant others, girl-boy friends/ and friends interested in our group.

Till November, Cheers ~

Chris Wingardh



Our fantastic server and Host Amanda



Near Table CW: Roger and Ann Nelson, Mike Conner.
Far Table CW: Sara Ferrari, Carolyn Faulkner, Ed Ripper, Jim Ferrari.



Near Table CW: Chris Wingardh, Phyllis and Lou Balestra, Paul Rice.
Far Table CW: Bob Martin, Leif and January Jonassen, Bob Bourlier.

San Diego Luncheon

Greetings!

Mark Mayer is on extended vacation so I'm tasked with RUPA submission duties!

September lunch - a more intimate gathering under CAVU skies with balmy temperature and half dozen attendees. **Mark and Susan Mayer** enjoying extended camping trip, **Scott and Molly Herman** had prior commitment. Retrospective conversations memorialized 9/11, with assorted travel themes and local events.

JP Jones continues 100% dispatch reliability flying his Ercoupe from nearby Montgomery Field. Varied routes available to circumnavigate or overfly busy MCAS Miramar airspace.

Colin Winfield and Shari recovering from shoulder surgeries timed for mutual assistance! He's adorned with padded protection and slings while she's on the final lap of healing

Brad and Rhoda Green enjoying life in La Jolla near the heart of San Diego, no imminent travels.

Scott Becker planning monthly trips in the Friendly Skies to visit family on the East Coast. I've been impressed with quality of United's service and upbeat morale!!

We love chatting with The Landings Restaurant owner and retired United F/A **Michelle!**. Quality and consistency of cuisine brings many of us for off-RUPA event dining!! Hopefully a full crew turnout next month!!

Respectfully submitted

Scott Becker for Mark Mayer.



L-R: Rhoda Green, Colin Winfield + Shari, Brad Green, Scott Becker, Michelle, JP Jones.

Dana Point

Another good attendance at our luncheon. Fourteen of us showed up and it was a lot easier to get to the venue as the summer traffic had died down.

Lots of topics covered, from Global Entry to TSA PreCheck. The example was using Global Entry to go through immigrations in 15 minutes compared to the regular line taking 2 hours to transit on the same arrival. Also, we were trying to figure out why, on a recent trip, **Bob & Janice Fuhrmann** had TSA PreCheck on an outbound flight but no TSA Pre on the return - same reservation listing.



John Arp's Forest River 31 RV

John and Cheryl Arp's end of the year South America cruise was cancelled but they get full credit for a future trip. They did complete a land cruise on a recently purchased RV. Aside from some teething trouble, their Forest River 31 made it through the maiden voyage.

Blast from the past subjects included; FAA physicals, as in memorizing the eye chart, the Flight Ops poster for a motorcycle club where someone scrawled "Senior Captains Wanted". How the hardest upgrade then was from DC-10 F/O to 737-300 Captain because of the transition from round dials to glass, moving from right seat to left seat and the change from three-man to two-man crew.

Denny Giese recounted a TCAS save over the North Pacific LAX-NRT when the Japanese controllers mistakenly assigned FL 350 on the same route to two UAL 747's - his going eastbound and another coming from the opposite direction!

We also recalled the TCAS lighting up with numerous small airplanes when approaching Long Beach Airport.

Corey Ferguson mentioned a colleague at JetSuiteX who moved to Spirit to get Part 121 time. This gave a chance to share some information about the current airline hiring situation. UAL is hiring pilots starting with 3,500 - 4,000 total time including 500 turbine PIC. TK can train up to 160 new hires a month and several hundred have gone through since May. American is looking to hire 600 pilots next year as retirement replacements. Delta is hiring 1,000 pilots now till summer of next year. Skywest is hiring 160 a month. Endeavor is hiring 60 a month.

United's flight school, Aviate Academy, will start its first class of about 30 pilots on Dec. 6. Class assignments will be given to the pool of 200 starting the week of Sept.20. That pool was selected from 20,000 applicants.

Two of our members, **Rusty Aimer** and **Brian Kenney**, couldn't make our meeting because they were out together flying the Phenom light business Jet. They had their own luncheon the following day with their passengers at the McClellan-Palomar Airport in Carlsbad, California.



Rear L-R, Rusty Aimer and Brian Kenney with their passengers.



For the day's show and tell, we sampled an Asian dessert - Hopia (chinese pastry from Costco) with the infamous Durian as filling. Durian is a fruit well known in Southeast Asia for its stinky odor. Being baked in the mooncake negates the smell. Some members tried it on site, others decided to taste it in the privacy of their homes.

John Arp ready to try the Durian Hopia while Cheryl Arp and Bill Stewart watch with trepidation.

Our group looks forward to the relaxed camaraderie at these lunches. Four weeks between events is long enough to make the same stories fresh again and for us to experience or recall new things to share. If socializing keeps people young then we are doing the right thing.

Best Regards Rico Santamaria



CW from left: Bob Fuhrmann, Rico Santamaria, Corey and Barbara Ferguson, Janice Fuhrmann, Merle Santamaria, Cheryl and John Arp, Bill Stewart, Bill Rollins, Boomer Knutzen, Denny Giesea.

Bruce and Peggy Dunkle



ORD - The Joe Carnes RUPA Group

Our first luncheon since January 2020 took place at the Golf Club Of Illinois and was attended by 46 hungry folks. Nineteen months to the day of that last get-together, thanks to the pandemic.

Our guest speaker was WGN-TV Weekend News Anchor **Jackie Bange**, an award-winning journalist who's been honored many times for her work, the latest just last week as an honoree in the [Silver Circle](#), a prestigious award by NATAS, the National Association of Television Arts And Sciences. This award is presented to individuals with 25 or more years in the television industry and who have made significant contributions to local broadcasting.

Jackie's aviation career is a little different from our own..... for sport, she skydives. She's recorded over 1900 jumps and is part of the free-fall event which broke two records.....one for the most people in one formation, and the other for the most time of being linked together in one group. Her presentation was smooth, hugely informative, and included a video of the world record jump and the many different aircraft she's bailed out of. Among them were a Helio Stallion, a Lockheed Constellation, a B-24 Liberator, and a 727 (yep, D.B. Cooper-style).

RUPArians and guests present were: **John Anderson, LeRoy and Eva Bair, Ken and Muriel Bergsma, Sig Chrzanowski, Walt and Jan Fink, Kirsten Freund, Karen Gammill, Jan Gawenda, Art Giovannoni, Mac Gregory, Harvey and Barb Hallberg, Dave and Kathy Harris, Bob Helfferich, Tom Helms, Denny Holman, Dick Kane, Dick and Maribeth Kuhn, George and Jacquie Mathes, Bob McCormick, Don Mosack, Jack Mumaw, Ceil Myers, Howard and Marjorie Nelson, Pete and Mona Novak, Dave Runyan, Larry and Mary Sandford, Ole Sindberg, Dave and Linda Strohm, Jack Taylor, Jim Trosky, Bud Utendorf, Ron Wilson, and Tom and Beverley Workinger,**

Three of our ORDFO Office Staff were in attendance, and while many RUPArians might not recognize us old pilots in some magazine photos, I betcha' we remember **Marjorie, Muriel, and Ceil** because they kept us all out of trouble so many times.

Our next gathering will be Tuesday, January 11th, 2022, at the Golf Club of Illinois in Algonquin. Retirees, active pilots, spouses, and guests are welcome to attend our luncheons.

Photos by **Howard Nelson**.

Da Scribe and still afraid of heights,

Walt



[Silver Circle Award](#)



Guest speaker Jackie Bange & Jan Fink



Marjorie Nelson and Muriel Bergsma from ORDFO



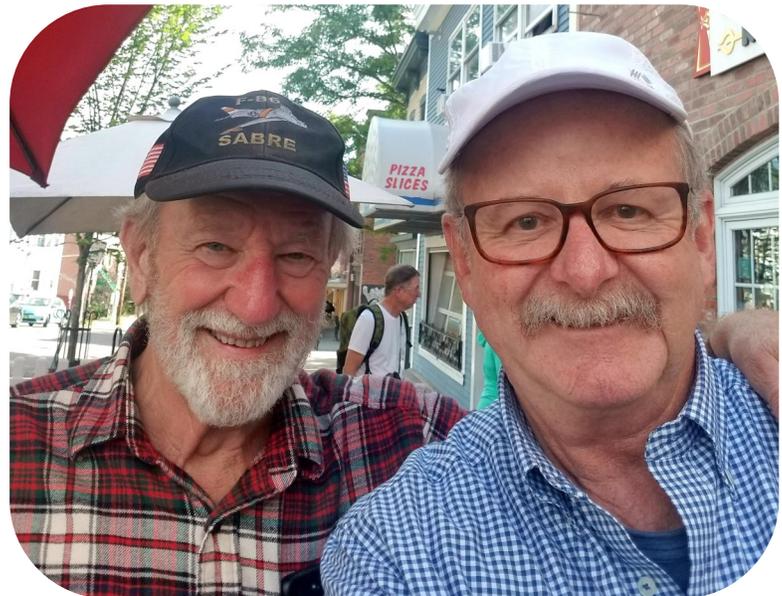
BTV- Vermont “Luncheon”

Secretary / Treasurer, **John Rains**, and RUPANews Editor, **George Cox**, had an impromptu Luncheon in Burlington, VT. Editor *George E* and his bride, **Kathy**, were in the BTV for a wedding and John and his bride, **Margie**, drove down from the VT countryside into the city for the luncheon.

It was great to finally meet each other after almost 22 months working together and speaking regularly on the phone.

The socializing was great, the food superb and something to be said about the local brewery IPA. A walk down Church Street to see all the street vendors and other historical sights in Burlington. It was a great afternoon.

George E



John Rains and George Cox

When I eat with my friends, it is a moment of real pleasure, when I really enjoy my life.

There I Was . . .

(Please Limit submissions to 1000 words)

There I Was . . . Unleashing the Hoop Snakes

By Jim Arthur Writer



Back in the late 90's, when I was a B-727 Captain, I used to play some practical jokes. I used to tell flight attendants, and others, about the Hoop Snake, which was a snake that placed its own tail in its mouth, forming a hoop, and could thence travel at over 60 mph by rolling. You could not outrun them. I said that they were primarily in the Tucson area, and that some of the "dust devils" you saw on the ground in Arizona were actually Hoop Snakes.

Just prior to a trip (DEN-OAK) a ramp agent came up to the cockpit and told me that they had just loaded some crates of earthworms, for what purpose I can't recall. Since there was a young, impressionable flight attendant there in the cockpit, I said, "Did you board the Hoop

Snakes?" (While winking at him.)

He said, winking back, that he had.

The flight attendant asked me about that, and I told her the story about Hoop Snakes. She asked if they were a danger in the cargo hold, and I said, "Not unless they all try to roll in unison, since they are packed in a cylindrical container."

My first officer, who was my partner-in-crime on several other stories like this, reinforced what I was saying, with some bogus stories that he had heard.

Later in the flight, the flight attendant came to the cockpit, The first officer started stamping his foot on the floor (unseen) which was audible. I realized what he was up to and said, "What's that?"

Our second officer, who was on probation and no way involved in this scheme, unprompted, opened one of the landing gear emergency extension doors, and said, "Holy Smoke! The snakes are loose!" (You can't see into any compartment through these doors.)

Of course, this young flight attendant was terrified. We all laughed in the cockpit.

I landed in OAK with a swirling crosswind and considered it as, not ideal, but still an above average 727 landing. While standing at the cockpit door during passenger deplaning, a little boy, about five or six, said, "Are you the Captain?" I replied, "Yes." The boy said, "Did you make that landing?" I was feeling a little pumped now, and said, "Yes."

The little boy said, "That was a terrible landing." I was thinking of saying, "Screw you, kid. What do you know about landing a 727?", but held my tongue.

Then some other deplaning passengers asked me, "what happened on that landing?"

Then, after leaving the airplane, both cockpit and cabin crews were on a bus and the flight attendants also said, "That was really a rough landing. What happened?"

Right then, all sorts of thoughts and doubts went through my mind. Was the landing really that bad, and I didn't notice it? Was I losing the touch? Should I hang it up?

And then they all started laughing. My devious first officer had conspired with the flight attendants, who then solicited assistance from some passengers, including the little boy, to play a trick on the Captain, who was known to play tricks on others.

I laughed too, mostly out of relief. but I really knew that it was a good landing (?)

There I Was . . . Not Knowing I Landed

By Capt Jack Hites

Flying the stretch DC-8

During one of those slow periods without any movement up thru the ranks I wound up flying the DC-8 out of SFO for eight years as copilot. I was on reserve most of the time, but did enjoy the different trips with different captains.

Called out for a round trip to HNL one afternoon. I did not know the captain but that was typical. He flew the first leg to HNL and climbing out of SFO he said to me Jack lets have a landing competition. That was a first for me ,but I quickly agreed. I can make my typical stretch landing back at SFO and he will win. I know which side of my bread is buttered on.

He flies to HNL and does make a typical stretch DC-8 landing. So far so good. I fly back to SFO the next morning. I am really not sweating the landing just do my usual. On final and beginning to flair should be touching down at any minute. Where is that runway? Suddenly the ground spoiler arm goes back. But that only happens when the wheels spin up. I have been on the ground for some time. Never felt a thing. The only landing I made in 27 years of flying for United that I did not know we were grounded. And during my one and only landing competition with the Captain. (I never proposed one of those when I was a captain.) Shortly the door flew open and the A stew came into the cockpit asking "Who made that landing?" I really did not want to claim it considering the circumstances. But there you are. She said whoever, you are getting a round of applause from the passengers.

Who can explain the timing of this event. The one and only during 27 years of flying the big birds. I have a degree in Psychology and I sure can not explain it. But for all of you ex drivers of the DC-8 a good landing CAN be made if your lucky enough.

Captain Jack Hites SFOFO
Chandler,AZ.



There I Was . . . A Royal Bash

by Chuck Karolek



Yes, just the other day in OPS, someone taps me on the shoulder, "Hey Chuck, has Scheduling called you yet?" It was my colleague, Ole Sindberg. "I'm taking a charter out west with the [Queen of Denmark](#) and her entourage on a tour that will terminate in Seattle. I thought we'd make a good team, so I suggested your name. Are you interested?"

It being 1976 and our Nation's 200th birthday, time spent with foreign dignitaries sounded like a fun and refreshing change from taxiing America's travelers on United flights. Ole was a Dane, fully Americanized, and thrilled for such an opportunity to be with the ruling monarch of his ancestral nation. Ole and I had enjoyed a couple of months of very pleasant flying on the 727, so I was happy for the opportunity to make this historic journey with him.

The day of the trip arrived, and we made out our flight plan, which included flying over Yellowstone (timed to see "Old Faithful" do its thing at low altitude) and Bryce Canyon in Utah. But first, before those thrills, we were to take the Royals to a luncheon in Iowa hosted by the Sons of Denmark for Queen Margrethe II and her consort, [Prince Henrik](#). Our final stop would be Seattle, Washington, where a group of loyal Danes awaited their arrival. After drawing up the flight plan, it occurred to us that the stately and snow-capped Mt. St. Helens, at that time still 9,677 feet before she blew her top in 1980, would be on our flight path. Soon we got our clearance from the FAA, and it looked like the weather was going to be perfect for such a venture. "Welcome to the Friendly Skies, your Highness!"

Enroute, after the lunch in Iowa, we called the "Stew" up front to the cockpit for a description of the goings-on in the cabin with the royal couple. We learned about a bustle of activity, with reporters typing away and snapping photos for their various press releases, which would have to be ready by the next airport landing (without the help of WiFi). It would be the Stewardess' job, amid the First Class cabin air filled with heavy cigarette smoke, to issue the announcement of the Mt. St. Helen's flyby, and invite the Royals up to the cockpit to get a better view.

The Queen declined our invitation, but Prince Henrik was very much interested, and when we approached [Mt. St. Helens](#), he was summoned to join us. A nice-looking chap, the Prince was fortyish with a pleasant demeanor, wearing black trousers and a crisp white shirt - but no crown.

We banked the aircraft so that a full view of the mountain could be appreciated. I leaned forward to check an instrument setting for this change in attitude and altitude when, at that same moment, the Prince suddenly moved his head to get a better look out of the left-hand side window. Not realizing this, I finished checking the instruments and sat back in my seat when my head collided with the Prince's nose! It was a bloody mess, and believe me, there is no such thing as a "blue blood" among Royalty.

Oh, it was a great adventure which neither of us, nor Prince Henrik, will likely ever forget! A real Royal Bash!

Editor's note. Captain Karolek Flew West 24 Aug 2021.

United Airlines Pilots Retirement Foundation

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

There I Was . . . Retrieving the Beer

by Larry Darnell



In 1976 I was a 727 captain at SFO. One month I had a 23 hour layover in Memphis. Arrived at 5PM and out at 4pm the next day. what do you do in Memphis for 23 hours? I went to the local market and bought a local paper, a sandwich and a six-pack of beer. Then to the pool (It was summer) to have a cold beer, look at the women and read the newspaper.

The next day we leave the motel about 3:30 PM and it is raining. At the airport we jump out of the van and start running into the terminal which was about 50 feet away. Just out of the van, my suitcase breaks open and my leftover three cans of beer fall into the gutter. There I am in uniform trying to put my suitcase back together while my beer floats down the gutter.

Being a true airline Captain (cheap), I retrieve the beers, put them back into my suitcase and I am on my way back to SFO.



If you are ever feeling like you are not leading a meaningful life, remember it is someone's job to put a nutritional value label on a bag of ice.



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There I Was . . . On the Centerline, I think

By Tom Purrington

It was a typical hot, humid day in the fall of 1963 in the Republic of Vietnam. I was driving today, though both John and I were qualified AC's (Aircraft Commanders) on our trusty [C123](#). We lifted off Danang and turned Southwest toward another small valley in the middle of Vietnam.

This was the time of the "advisors". Generally speaking, the advisors were a few US Army Special Forces troops assigned to a platoon or larger group of RVN soldiers at some fortified location.

Today we had supplies, food, ammunition etc. for them. We also tried to bring magazines, books, and ice, if we could, as they didn't have electricity in their "fort". On one occasion, after a special request, our loadmaster had scrounged up a .50 caliber machine gun and some ammunition for them. They were located in a pretty valley with a river running close alongside the grass landing strip. The Viet Cong were known to be up high on the surrounding hills where they could mortar and machine gun down on the "fort" with impunity because the .30 caliber machine gun the good guys had just couldn't reach to where the bad guys were.

We had been to this location several times previously, so this was kind of a "milk run".

The "runway" was a typical grass strip, but it was set between a river and a mine field. "A piece of cake" as aviators like to say.

The C123 was a great people and cargo carrier whose original design was said to have come from a WW2 glider. Reliable R2800 engines, self-sealing fuel tanks which could be jettisoned from behind the engines so that one could remove all the flammable fuel if a crash was imminent. We didn't fly high or fast, but we could carry a good sized load. We often flew with the cockpit windows and the upper door in the rear open. Aside from occasionally being shot at, it was a fun mission. We were away from the HQ folks in Saigon and did lots of mostly single-ship, short field operations and occasional air drops.



As we arrived at the location, I made a low pass to alert the occupants that we had arrived and were about to land. This maneuver was necessary because the army folks had FM radios and we had VHF and UHF radios, so we had no way to talk to them.

Landing gear down, flaps set for landing, landing checklist completed. On speed, good rate of sink and soft touchdown close to the approach end of the grass strip. Nose wheel down and pull the throttles to idle and then into reverse.

Then....HOLY CRAP! The world had disappeared.

The windows were thickly covered with the 2 inches of water that was hiding in the grass and had been sucked up when the props went into reverse. Also of concern was that seat of the pants feeling that the airplane was turning. Out of reverse, straighten the airplane in line with the "runway", no centerline markings in the grass, back into reverse, and out of reverse and finally the anti-skid brakes were doing their thing and we got stopped before the end of the runway.

The troops were happy to see us and our supplies and, as was their habit offered us a couple of beers.

Just another fun day delivering the goods around Vietnam.

Tom

Articles

Industry related news and other articles

United lays out employee rules as vaccine requirement looms

By David Koenig / AP News



United Airlines says that more than half its employees who weren't vaccinated last month have gotten their shots since the company announced that vaccines would be required.

The airline's 67,000 U.S.-based employees face a Sept. 27 deadline for getting vaccinated. United said Wednesday, Sept. 8, however, that employees whose bids for exemptions based on medical reasons or religious beliefs are denied will get five more weeks to get vaccinated. After that, the airline said, they will face termination or unpaid leave.

Kirk Limacher, United's vice president of human resources, made the statement about vaccinations Wednesday in memos to employees that spell out how United will handle requests for exemptions.

United declined to say exactly how many employees have recently been vaccinated, what percentage of the workforce is now vaccinated, or how many workers requested an exemption. The airline said it will have enough workers to operate its schedule this fall and into the holidays.

The airline said that in most cases, employees who refuse to get vaccinated won't be allowed into the workplace starting Oct. 2.

United says requests for medical exemptions will be judged by medical staffers including nurses, while requests for waivers based on religious beliefs will be handled by personnel-office employees.

The process for handling workers whose exemptions are approved will vary slightly depending on the employee's job.

Workers who routinely come in contact with passengers, such as flight attendants, gate agents and pilots, and whose exemptions are approved will face indefinite unpaid leave starting Oct. 2. They won't be allowed back on the job until the pandemic "meaningfully recedes," according to one of the memos.

Employees who rarely deal with passengers — examples include baggage handlers and mechanics — and whose exemptions are approved will also be put on leave, but only until the airline comes up with a plan for weekly testing and mandatory mask-wearing for them.

Headquarters employees whose exemptions are approved will be placed on leave until United decides on safety measures, including whether the person needs to come into the office.

In explaining the rules to employees, United cites statistics on the state of the pandemic in the U.S., where new infections are at their highest level since March and "likely to rise into the fall as more people are hospitalized." Most of the cases, hospitalizations and deaths are occurring among unvaccinated people, the memos said.

Chicago-based United has taken the strongest pro-vaccination stance among U.S. airlines. Delta Air Lines says it will levy a \$200 monthly surcharge on unvaccinated employees who are covered by the company's health plan. Others including American Airlines say they will cut off paid leave for unvaccinated workers who contract COVID-19.

The Eight Ball Ceremony

By Kent Sparger (RUPA)



My fellow RUPA members. There is a pilot tradition at United that I'm not sure many of you are aware of. It began during the last century and is unique in our industry.

Several pilots here at United feel it is important, NAY, necessary, to welcome our newest class of pilots. In recognizing them we acknowledge their status on the seniority list and wish to bestow upon the most junior among them a symbol memorializing their unique position on the seniority list. Through many trials and tribulations, much cogitation and libations, this event has become known as *The 8-Ball Ceremony*.

The 8-Ball is presented to the most junior pilot of each class along with the daunting responsibilities and weighty powers of the 8-Ball. He/she is anointed with the garb of the 8-Ball and their class name is memorialized on the *Sacred Shroud* that is passed on from class to class.

The pilots that perform the ceremony are current and retired United Pilots. Their goal is to instill a sense of camaraderie between the members of the new hire class, and between the new hires and the line pilots. Their additional goal is to emphasize the legacy of the United Airlines Pilots, and the responsibilities of living up to, and improving on that legacy. They believe that United has a great future because of the new hires, and because of the foundation that our former pilots have built for us.

Each new class typically begins on a Tuesday. The ceremony occurs the Wednesday evening following their start date. It begins precisely at the 18th hour, 8th minute and 8th second. And blessed are those that can claim theirs began on the 8th of the month. Only current and retired United Pilots and their guests are allowed to attend. Beer and hot d'oeuvres or pizza provided.

The ceremony is normally held at the Doubletree by Hilton Hotel Denver (3203 Quebec St, Denver, CO 80207). Right across the street from the Training Center. It is often attended by pilots in Denver for check rides, training, meetings, etc. Upwards of 100 line pilots have been known to attend the ceremony.

At the end of the ceremony the Keeper conducting the ceremony says a toast. The response from all those present is, "TO THE LEGACY!"

- To the legacy that binds us,
- To those that forged and founded our legacy,
- To those of us that now nurture and champion our legacy,
- Most importantly, to these pilots that are woven into our legacy tonight!!!!

The ceremony is not UAL or ALPA sanctioned. One hundred percent of our finances are provided by pilot donations. The union contributes nothing, nor does the company. I would ask that you go to the 8-Ball website at GodSaveTheBall.com to check out all the information, pictures, classes, etc. Perhaps you might even feel the need to continue your legacy and donate what you can. The Keepers would love to have more retired pilots attend and welcome the new classes. Explaining our legacy is one thing. Having our legacy present cements the obligation we have to our past and our future.

Editor's Note. I included two Class 7/17/1995 photos. Jeff Disney and I were current UAL employees and received the first two class seniority numbers, with Jeff being senior to me. Our class 8-Ball honors went to Rob Zerr. The ceremony was held at Boyle's Bar & Grill back then.

Editor George E



Class Vax Pax - 7/20/2021



Class Vax Pax



Ball Trevor Bourne
11/29/2018



The Ball Ceremony



Ball Sarah Palmer
9/1/2021



Ball Brandon Hoy
6/16/2021



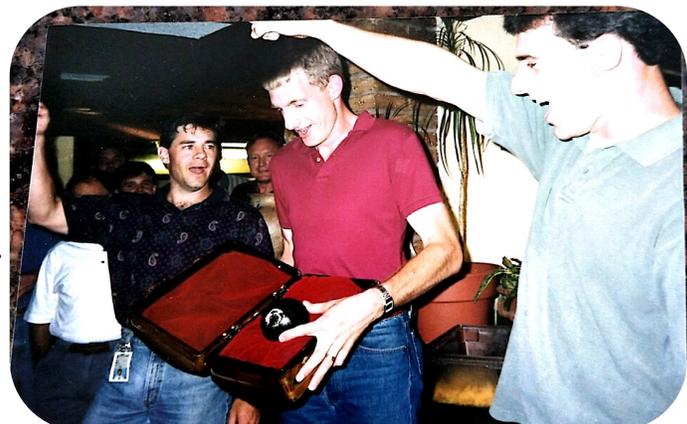
Ball Pete
1/22/2020



Ball Ramiche
2/19/2020



Class 7/17/1995



Jeff Disney (L) cheers Ball Rob Zerr, after receiving it from
Class 7/10/1995 Ball Chris "Doc" Halliday

Editor's Comment. This article was submitted by RUPA member Tom Criqui. Thank you Tom.

Editor George E

George,

In 1993, I was fortunate to meet the men of the 50th Troop Carrier Squadron. When the publication of their newsletter became too much for them, I became their editor. The agreement was for them to give me the information and I would publish it for them. I was able to coax stories out of some of them that they never shared with others. The following is an amazing one. Thanks for all the great work you guys and gals do for us.

Tom Criqui

Lucky to Be Alive

Howard William (Bill) Sass, C-47 Pilot, Lockheed Flight Test Engineer (SR-71)

November 24, 1920 - December 31, 2017



The WWII D-Day invasion of Europe surprised the Germans. Believing the weather was not adequate for an invasion, many Axis commanders had departed the area for a few days of rest.

The invasion began with an advanced Pathfinder team of 82nd Airborne Division paratroops dropping into St. Mere Eglise, France. They were to mark paratroop landing sites with radio and radar beacons. Due to low clouds over the channel and at the drop sites, some of the paratroops missed their designated drop areas.

Sass was in the main airborne force that arrived later, at around 2:10 a.m. at an altitude of about 500 feet. They encountered light resistance, but due to the poor weather, many planes missed their drop zones (DZs). Of the 850 U.S. troop carrier planes involved in the mission, only 21 were lost. Of the 400-plane British formation, only eight failed to return.

Many of the paratroops had lost their equipment the previous day when they missed their DZs and landed in marshes. The next day (D+1), Allied troop carrier planes were to resupply the paratroops dropped the previous day. Whereas on D-Day the Germans were caught off guard, on D+1 the Germans were totally prepared. The crews flying overhead at 400-500 feet could smell cordite in the air and see Germans firing up at them.

Initially, Sass was scheduled to fly the D+1 mission as pilot with his regular crew. At the last minute, a schedule change resulted in his being assigned as co-pilot on another aircraft. During the flight, as Sass's plane crossed the beach inbound to the drop zone (DZ), it was severely damaged by intense ground fire. The crew struggled with the aircraft to stay in formation and drop the supplies to the troops on the DZ. Although the aircraft had an intense fire going on in the rear, the crew managed to make it to the DZ with the formation and complete the drop at 400 feet above the ground. After the formation made a 180 degree turn for their escape, Sass' plane was observed by other aircrews to fall out of the formation, land in a field, crash into a hedge row, and explode. It was presumed that all aboard had been killed; however, Sass had managed to survive, but remembered nothing about the accident. About five days after the crash, he regained consciousness while in a hospital in England. (The entire crew on his originally scheduled plane had been killed.) After a year of rehabilitation and paperwork, he returned to flight status. For his action on D+1, he received the Distinguished Flying Cross.

After the war, Sass had a long career at Lockheed where he worked closely with the military for 37 years. After many different assignments within the company, he finished out the last years of his career as a Flight Test Engineer for the SR 71 Blackbird project.

Retired Flight Attendant Iris Peterson is turning 100!

By Phyllis Cleveland (RUPA)



Iris Petersen will be turning 100 on October 11!! Iris and her husband Ray do not want gifts, but she would love to receive birthday cards! Reports are Iris is doing well, but her short term memory isn't what it used to be. (I can relate!)

I first met Iris flying the line out of SFO as our most senior flight attendant on our flights! She had a wonderful sense of humor and joked about not retiring until she could not pass her annual flight attendant emergency training. But what I remember most clearly about Iris was on a flight she came up to the cockpit to give us her cabin write-ups and we asked what was the greatest change she has seen in her airline career and without a seconds thought she said it was "pressurization"! (Not the answer that I had expected.) She recalled flying the Elko - Salt Lake - Denver routes and the problems of no pressurization and giving passenger chewing gum! (Cabin temperature control was also an issue – some things never change!)

Iris started flying in 1946 and retired at 88 years young as the system-wide #1 seniority flight attendant and had, when she retired, flown the most years of any UAL flight attendant!

I had always hoped Iris would write a book – what stories she could tell and what aviation history she has witnessed!

Her address is:

Iris Peterson Copin
10875 176th Circle NE #3813
Redmond, WA 98052



Pilots alarmed over Airbus plans for single-pilot aircraft

By Sean Gouling Carroll | EURACTIV.com



Improvements in automation technology may soon eliminate the need for a co-pilot in commercial flights, a disruptive development that has already sparked criticism from pilots and cabin crew groups on safety grounds.

Under current EU regulations, at least two pilots must be present within the cockpit of commercial flights. But new aircraft being developed by Airbus, the world's largest aircraft manufacturer, are capable of a high degree of automation, reducing pilot workload.

Discussions are underway with EU regulatory authorities on whether the technology can be used to certify single pilot operations, either for certain portions of the journey, such as when cruising, or for the whole flight once the technology is mature.

Airbus says autonomous flights will be safer and burn less fuel. The company stresses that increased automation will allow pilots to focus on strategic issues, making flights more secure.

"Since the beginning of commercial aviation, each successive generation of aircraft has become increasingly automated, and this automation has contributed to a step change in efficiency and safety," an Airbus spokesperson told EURACTIV.

"The principle for our work in single pilot operations is that humans will make strategic decisions; autonomy is there to support, enabling pilots to focus less on aircraft operation and more on mission management," the spokesperson added.

Regulatory approval

Two scenarios are currently being discussed with the European Union Aviation Safety Agency (EASA), the EU flight regulatory authority: 'extended minimum crew operations' and 'single pilot operations'.

Under the former, one pilot would occupy the cockpit during non-critical portions of the flight, such as while cruising, while the other pilot rests. The pilots would then alternate with one another – a scenario likely to be used during ultra-long-haul flights.

Under the latter, only one pilot would be onboard, including during take-off and landing. In this scenario the plane would be empowered to fly itself during periods where the pilot was away from the cockpit, such as during toilet breaks.

Contacted by EURACTIV, EASA said the new concepts would only be approved if they provide an equivalent or higher level of safety to the two-pilot requirement currently in effect.

The regulator has identified several issues that it must be satisfied are solved prior to giving the green light.

These include dealing with a situation in which the pilot is incapacitated, verifying the technology's ability to manage and correct errors, and addressing the potential for pilot fatigue.

"EASA, as a regulator, is challenging the EU industry to ensure that the level of safety of public air transport is constantly ensured, while acknowledging the need to explore new concept of operations linked to technological and human advancements," Janet Northcote, a spokesperson for EASA, told EURACTIV.

In statements made in January and [reported by Reuters](#), EASA head Patrick Ky expressed cautious optimism towards the potential of greater automation.

"It makes sense to say OK, instead of having two [pilots] in the cockpit, we can have one in the cockpit, the other one taking a rest, provided we're implementing technical solutions which make sure that if the single one falls asleep or has any problem, there won't be any unsafe conditions," Ky told a German press briefing.

Cabin groups voice concerns

Pilot and cabin crew groups have come out strongly against any move to reduce staff levels, arguing that technology is unable to replace human creativity and problem solving in emergency situations.

"The most important question is whether flying with less pilots onboard can be done safely. For the time being, neither the regulators, nor the manufacturers, have shown this could improve flight safety," Otjan de Bruijn, president of the European Cockpit Association (ECA), told EURACTIV.

"European pilots do not support reduced or single pilot operations during any phase of flight," he added.

de Bruijn recalled an incident on a British Airways flight in 1990 during which the cockpit window broke, causing the pilot to be partially blown out of the aircraft. Cabin crew held the pilot for 20 minutes while the co-pilot safely landed the plane.

"Unthinkable? Not really. Pilot incapacitation, albeit usually less dramatic or sensational, happens once a month or more in most major aviation markets," he said.

"In the future, no second pilot will be available to save the day. Manufacturers want to replace the second pilot with a ground operator, who will not provide the same level of safety as a human pilot onboard."

The potential for a cyber-attack to disable an automated system was also raised by de Bruijn as a serious vulnerability.

"All in all, everything points in the direction of eliminating pilots from the cockpit as a purely commercially-driven goal, an effort to fly more at zero cost," he said.

His views were echoed by Annette Groeneveld, president of the European Cabin Crew Association, who further argued that fewer airline staff would make it more difficult to detect potentially dangerous passengers and situations.

"Airlines have been trying to reduce crew and increase passenger seats on board of their aircraft for years. These developments are cost driven," Groeneveld told EURACTIV.

"The fact of life is that safety on board of an aircraft is highly dependable on the human factor," she added.

How Well Do You Know Your Airports Quiz?

The Worlds Scariest Airport Codes on Halloween

Oliver Smith, DIGITAL TRAVEL EDITOR / Telegraph



Flying is scary enough without landing at an airport called "BOO", or "AGH". But to which cities do they belong? Take this quiz to find out which spooky airports you should avoid on Halloween.

This quiz is from 2016 but still fun. It uses IATA codes, not ICAO. As such, there may be more than one airport in the world with the same IATA code. [Answers on page 51.](#)

To take the test on-line: <https://www.telegraph.co.uk/travel/news/The-worlds-scariest-airport-codes/>

<p>1. Which airport's code is <u>BOO</u>? Bloomfield, Australia Bouca, Central African Republic Booue, Gabon Biodo, Norway</p>	<p>6. Can't forget <u>KIL</u> Jeddah, Saudi Arabia Kilkenny, Ireland Kilwa, Congo Killeen, USA</p>
<p>2. What about <u>DIE</u>? Taraz, Kazakhstan Dixie, Australia Arrachart, Madagascar Dakar, Senegal</p>	<p>7. Where is <u>SIN</u>? Las Vegas, USA Sinop, Brazil Singapore Singleton, Australia</p>
<p>3. Which airport is <u>AXE</u>? Xian, China Alexandria, Egypt Xanere, Brazil Azul, Argentina</p>	<p>8. And virus carrying <u>BAT</u>? Batman, Turkey Chafei Amsei, Brazil Ashgabat, Turkmenistan Baton Rouge, USA</p>
<p>4. And <u>HEL</u>? Hella, Iceland Helvetia, Indonesia Helmsburg, USA Helsinki, Finland</p>	<p>9. Which code is <u>AGH</u>? Arahuacu, Brazil Agadir, Morocco Angelholm-Helsingborg, Sweden Aachen, Germany</p>
<p>5. What about <u>GUT</u>? Gutersloh, Germany Guttenberg, USA Ankara, Turkey Gutierrez, Bolivia</p>	<p>10. And finally . . . which airport is <u>DED</u>? Dehradun, India Death Valley, USA Dijon, France Deadman's Cay, Bahamas</p>

Letters

Member-submitted annual birth month updates.
Include your City & State in the letter.
Send to rupaeditor@rupa.org

Robert “Bill” Dorsey – Pensacola, FL

Coming up on 22 years since my retirement flight from LHR to IAD on the 777.

We sold our beautiful lake front home in Milton about 18 months ago and after a major downsizing we moved to a beautiful retirement community here in Pensacola. We are in a very nice and new two-bedroom cottage duplex next door to a navy squadron mate that we have known since 1963. Chose this place primarily because they do all indoor/outdoor maintenance, weekly housekeeping service, as well as providing one meal each day; but the main reason we are here is that should it be necessary, we are able to move from independent living, to assisted living, and then to skilled nursing should we need it. It is all right here. No nursing home for us.

This has not been a good year with both of us being diagnosed with Covid. I will not bother with all the gritty details of what happened next. We recovered from Covid and since then have had both Pfizer vaccines and standing by for the third when it becomes available.

We did not make our annual trip to our Maine summer home last year because of Covid concerns and did not go this year after Carol had a stroke in April making it too difficult to travel. We look forward to making the trip in 2022. Carol's recovery is progressing with some intense therapy at what is probably the best rehab facility in NW Florida.

Thanks to all who put together the *RUPANews* magazine which arrives monthly in our mail box.

Bob

HKG, JFK, HNL, IAD, DC-6, DC-7, 707, L-1011, 737, 747, 757, 767, 777



1930 - 1933

Clark Crawford – Hansville, WA

Hi George, thanks for stepping up to the task of getting this wonderful, informative, and useful *RUPANews* document cranked out each month. I find it difficult just getting a page or two off to the gang every year or two. Twenty-seven years since retiring, at the then required, age 60.

All is well on the Crawford compound. Wife, Mary, and I had the place built on forty acres in 1972 and still find lots of things to do on the place. The social distancing that most folks are keen on doing is not an issue out here in the sticks, so to speak. We miss the close contact support of Scottish Country Dancing which was one of the social contact venues.

This is Wednesday the 15th 6pm in Seattle area. I might make the printing deadline if I get this off to you this evening.

Courtesy is contagious.

Clark

Al Black – Redmond, WA

Dear Editor George,

My sincere thanks to you for volunteering to be our *RUPANews* editor. Each issue demonstrates that you are bringing steady improvement to the magazine. My letter is as follows:

Way back in history, from 1968 to 1972, I flew the DC-8's from New York City to the West Coast. It was then I was introduced to the green world of the Pacific Northwest. As my retirement approached, I made the transcontinental leap and found a new life and a new wife in Washington State. I last set the brakes of the 747-400 in Auckland in September 1998. I still have vivid memories on those long haul flights of the Aurora Borealis and the regular layover visits to the Narita Karaoke bar.

After retirement, I flew a Lear jet for six years out of Boeing Field for medical evacuation and organ donation flights.

My health stays pretty good and I regularly lunch with the Gooney Birds at the SeaTac Marriott. We recently ventured out to California to visit my daughter and got the last two seats each way! To my East Coast pilot buddies, I miss you all and will always answer any emails you may care to send.

Al Black at blackbirds9909@gmail.com

Al Black



Jon Rowbottom – Salinas, CA

I turn 75 in October and wonder where the past 15 years have gone since I set the brakes in SFO. Apart from the past 18 months of Covid isolation, retirement has been good doing the things we planned with family and friends.

We received our vaccinations in February and have been able to see our grandchildren a few times as well as our daughter and son. But mostly we are staying isolated with only a few RUPA Lunches in Monterey. If only the vaccine was not a political football we all might be a lot closer to enjoying or few remaining years out in the open. Such a loss for the seniors.

I continue my activities with the RUPA Leadership Team and enjoy seeing the new folks stepping up to take charge. I have a very good feeling that Don Wolfe and Dan Petrovich will take us to the next level and continue to insure RUPA is a growing and thriving organization.

Jane and I continue to split our time between the Monterey Peninsula and Truckee. We ski and golf in Truckee winter and summer and then enjoy spring and fall in Monterey. I must admit that maintaining two homes and keeping the property fire safe is doing it's best to keep me in shape. If I wasn't so cheap I would hire people, buy myself a case of beer and supervise them....not this cheap pilot!

Last year skiing at Northstar was an adventure with all the social distancing requirements which limited chairlift capacity to 50% and long lift lines. Not sure what this coming winter will bring.

In closing I wish all our members good health and thank John Rains and George Cox for their tireless work for our benefit, as well as all the volunteers in leadership and our local area groups. RUPA, in 58 years has provided so much to our group and my hope is it will around for a lot more.

Jon Rowbottom

SFO entire career, 737,727,767,DC-10,
747-100/200, 747-400



Jon Rowbottom's Fini Flight

Halloween Airport Quiz Answers (Quiz on pg. 49)

#	IATA Code	ICAO Code	Location	Airport	Web Link for more info
1	BOO	ENBO	Bodø, Norway	Bodø Airport	https://en.wikipedia.org/wiki/Bod%C3%B8_Airport
2	DIE	FMNA	Arrachart, Madagascar	Arrachart Airport	https://en.wikipedia.org/wiki/Arrachart_Airport
3	AXE	SSXX	Xanxerê, Brazil	Xanxerê	https://opennav.com/airport/SSXX
4	HEL	EFHK	Helsinki, Finland	Helsinki Airport	https://en.wikipedia.org/wiki/Helsinki_Airport
5	GUT	none	Gutersloh, Germany	RAF Gutersloh	https://en.wikipedia.org/wiki/Ängelholm-Helsingborg_Airport
6	KIL	none	Kilwa, Congo	Closed	https://www.world-airport-codes.com/congo-(kinshasa)/kilwa-3632.html
7	SIN	WSSS	Singapore	Singapore Changi Airport	https://en.wikipedia.org/wiki/Singapore_Changi_Airport
8	BAT	SNBA	Chafwi, Brazil	Chafei Amsei	https://en.wikipedia.org/wiki/Barretos_Airport
9	AGH	ESTA	Angelholm-Helsingborg, Sweden	Angelholm-Helsingborg Airport	https://en.wikipedia.org/wiki/Ängelholm-Helsingborg_Airport
10	DED	VIDN	Dehradun, India	a.k.a. Jolly Grant Airport	https://en.wikipedia.org/wiki/Dehradun_Airport



Howard "Howie" Morgan – Longmont, CO

Howdy folks,

Just reached 84, all original parts with a couple of enhancements. Still flyin', motorcycling and other fun stuff.

I enjoyed the story about Dave Specht which brought back memories. Dave came to Clinton Aviation in early 1964 as a UAL student to get an instrument rating. His instructors were the late [Emily Hanrahan Warner](#) and myself.

I met Emily when she was a receptionist at Clinton Aviation and she was 19 at the time. We became friends for life but unfortunately she developed dementia in the last few years and passed away recently. Toward the end of her life, we went out for lunch a number of times and in talking about the old days, we talked about students of the past. The only student she could remember and the one she FONDLY remembered was Dave Specht. Way to go Dave!

At the start of the Covid 19 fiasco, I elected to build some rooms down in our, then empty, basement so as to stay out of circulation for the most part. It has turned into a far bigger project than first thought but will be great when done soon.

I have been actively involved in the Longmont, CO. airport for over 20 years now and, frankly, have made very little progress. The city management has NO idea what the airport contributes to the city and has NO interest in making improvements. For a city of 100,000 people, the airport facility is an embarrassment. For those of you flying today, you will see towns of 10,000 people or less taking pride in their airports and creating some very nice to fantastic facilities.

It turns out that when asked who your favorite child is, you're supposed to pick one of your own. I know that now.

My son, "Butch" is flying a Citation Latitude at Midland, Texas and is now a member of the airport board there. My daughter, Jamie, is school administrator in Chester, Virginia. Her three kids have missed this whole school year due to Covid 19. Pure politics as to schools open or not.

We have two Cessna's; a 150 and a 185, both of which we have done a last nut and bolt restoration on in the past few years. The 185 was awarded a Bronze Lindy award at the OSH fly in.

I am now completing a restoration project on my 1955 Austin-Healey 100 that I have owned since 1958 and am working on a BMW R-90S motorcycle which was acquired as a basket case. There is a 1950 R-50 BMW waiting in line and when that's done, I may just help others.

My phone number is 303-601-3536 and my hangar number is 33H so if your interested in any of this stuff or just want to stop by for a beer, give me a call.

OVER, *Howard "Howie" Morgan*

Do you ever wake up, kiss the person sleeping beside you, and feel glad that you are alive? I just did and apparently will not be allowed on this airline again....

**g!r!n!g g!r!n!g...
p!g g!l!o!w!e!d o!n t!n!z**

James Arthur

I love the guppy

I loved the old Guppy. (Not as much as the 727, but close).

Both could be flown when you lost hydraulics, electrical, and instruments. Unlike today's airplanes.

When I was a new hire in 1979, I flew as a second officer (since eliminated) on the SFO - RNO - ELK (Elko, NV) - ELY (Ely, NV) -SLC - DEN flight which returned the next day along the same route.

Not usually full flights through ELK / ELY, but since they were both mining towns, there were a lot of "businesswomen".

I heard a rumor that a then senator who was concerned about the local economy, gave campaign contributions to United, to maintain this route.

Obviously false, since politicians would never do something like that.

I also became acquainted with Senior Flight Attendants, especially one who I believed was # 1 or 2 on the seniority list.

As a second officer, two of my many responsibilities were making announcements on the PA (Public address system) and controlling the temperature in the cabin.

I usually failed miserably at both.

After inadvertently overriding this senior FA's own PA announcement, she came up to the cockpit, placed her hands around my neck, and while squeezing said, "Sonny Boy, you cut me out twice on the PA. Don't ever do that again!"

I said, "Yes Ma'am." (The captain stared straight ahead, since he was also afraid of her.)

As far as controlling the temperature in the cabin, I had one switch and one gauge, neither of which gave me an accurate picture of the temperature in the back. Obviously intimidated, I kept asking the senior FA if the temperature was OK. She would snap back, "Fine!" I did have misgivings because my cockpit gauge indicated that it was cold enough to hang beef back there. This FA was wearing a sweater and in constant motion.

During an intermediate stop, one of the junior FA's came up to me and showed me a cup of water with ice in it. She said that this happened in the galley. She said that the Senior FA prohibited them from calling the cockpit, and that it got so cold in the cabin that they ran out of blankets. Believe this was in June.

I then tweeted the temperature up, but only a little. Didn't want to get choked again.

Jim



In Memoriam

RUPA members who have Flown West

Robert “Bob” A. Vogtritter



Robert Vogtritter passed away on August 31, 2021 due to complications from kidney and bladder cancer.

Robert was born on September 22, 1928 in Oak Park, Illinois. He was a man that lived the life of the ‘road less

travelled’ and was often described as, “One lucky guy”.

Hitchhiking from Illinois to Alaska upon high school graduation in 1946, he helped construct some of the first highways in Alaska. He then was presented with the opportunity to attend college in Mexico City on a football scholarship, to which he completed two years there and then two more years at The University of Miami, Florida.

In August of 1950, he entered the Naval Cadet Flight Training Program and served as a Navy Pilot in the Korean War, earning an air medal for meritorious achievement in aerial flight in 1953. After his release from the Navy in June, 1956, Robert continued with a career in aviation.

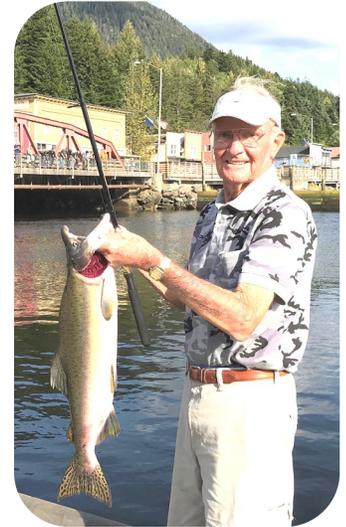


He started with Capital Airlines, which then became United Airlines, and, during his 33 years, flew the DC-6, DC-7, B-737, B-727, and was the first to fly the B-767, where he retired as Captain in 1987.

His career in aviation inspired his 2nd son, Scott, to also become a pilot and currently works for United Airlines, as Captain on the Boeing 787 Dreamliner.

After retiring from United, Robert then began flying as a Corporate Pilot for the late Doris Duke for another 5 years.

Finally, hanging up his flying wings, he began his hobbies of shooting his age in golf, which he achieved many times over, fishing, traveling, reading all books on history, writing, listening to classical music, and donating time to work with his church, The Ilikai Baptist Service, in Honolulu, Hawaii.



At the age of 90, Robert A. Vogtritter completed and published his first book, “*Epic Journey*”. Later, he wrote and self-published the thought provoking manuscript, “*Report from Earth, The Vader Lecture*”. He was in the process of writing a sequel to “*Epic Journey*”, but sadly, did not have enough time on earth to finish it.

Robert, and his beloved wife Shirley, of 68 years, passed away together on the island of Oahu on 8/31/21, and will have their ashes scattered in the ocean as was their dying wish.

Robert will be remembered for being the youngest acting, older gentlemen, that seemed to defy the aging process. He was always calm, fair and a poised man whom everyone couldn’t get enough of and would seek out for all matters of life as he had an inherent skill set that spoke of, “master of all”.

It might not surprise those of you reading this obituary that Bob was an avid supporter of RUPA and LOVED reading every word of the many articles and stories of flying within the publication, *RUPANews*. In fact, upon his demise, other than a couple of very special notes to the family and friends, he left only one other note; To please notify RUPA and send in a picture with his obituary. You all were very special to him, thank you for being an integral part of his life.

Robert was loved by many and will be sincerely missed by all, especially his three children, seven grandchildren and four great-grandchildren.

W. R. "Bill" Richards



Bill flew West on Monday, 13 September, 2021. Dad is preceded by his wife Mary, his sisters Pat Caridad and Bobby Arkis, and his parents, Hector and Clara. My sister and I would like to use this space to review a career of giving.

As a kid, Bill worked as a Line Boy at Teterboro, NJ, exchanging his smile for flying time. When he moved up to work as a mechanic, his boss suggested that he pursue flying as a career. Bill thought the man was nuts: Dad thought he could never afford it. Yet he persisted. His first logbook entry is almost readable: a J3 Cub, local flight, 30 minutes of time. During this period, he flew everything from Champs to Taylor Craft to Ercoupes; PT-19s to Stearmans as he learned his trade. Then there's a gap in the logbook. From '46 to '52 he appears to go AWOL. Part of this time is spent in the Army Air Force where he worked as a decoder at the airbase on Amchitka, Alaska. When he returned home, having achieved the rank of Sergeant, Dad used the GI bill to get many of his ratings. We need to thank our grandfather for much of this. Hector Richards had persuaded Dad to join the military in order to access GI Bill Support. Dad never graduated from high school prior to joining the service. However, our Grandpa persuaded that school to give Dad his diploma in absentia.

The logbook resumes on February 5, 1952 with a local flight in a J3 as Dad resumed flying. A year later, me made the transition to a professional career. On November 11, 1952, he flew his first flight for Resort Airways in a C46, and was based in San Antonio TX. Three years later he was hired by United, flying copilot on DC3's out of Chicago. That's where his son Tom was born. The next years are a blur as Dad pursued his Captaincy, moving first to Seattle (where Cindy was born), then NY; Miami, back to ORD, then SFO. He was forced to take a medical retirement in 1979 at the age of 49, flying his last flight as Captain on a 727. It was one hell-of-a-career.

During early retirement in California, Dad achieved his Associates Degree, then joined ASRS where he met Cleve Spring. The pair kept in touch for many years. Dad was also Membership Officer of RUPA. He particularly enjoyed sending out letters, welcoming newly-appointed retirees. Bill was forever grateful to both ALPA and UAL for the recognition they gave him upon his forced retirement.

Our Mom had always been a good sport about all the moves but in 2000 she put her foot down. Their final move was to Tampa, Florida. Mom passed away 15 years ago and is buried in Bushnell National Cemetery. Soon, Dad will join her.

Bill taught so many people to fly and to love it just as he did. For years he worked with retired UAL Captain Joe Messina (RIP Joe), teaching kids the fundamentals on an Aeronca Champ. Along the way, he taught Joe's son, Joe Messina Jr (retired UAL Captain) and Alan Ahr (retired Delta Captain). He also taught his son, Tom, to fly as well as giving his daughter, Cindy, a love of the air. He was the best teacher, and could land that Champ like a kiss in any weather, on any surface, in the toughest crosswind.

We'll miss our Dad but we take heart in knowing he's still around, and is happy with our Mom. Last night at 0103 Eastern Summer Time, he made his final take-off with a thumbs up and a smile. Along the way he was diverted by ATC, flying to altitude and there reaching up to touch the face of God. He reached his destination following a flight in only Blue Skies, and kissed the ground as he always did on any runway anywhere in the United States.

Thank you, Dad. You are one of the most fortunate, forgiving and giving men we'll ever know. And we are the luckiest of children because of the gifts you gave so freely. God Bless you. See you around.



Charles "Chuck" J. Karolek



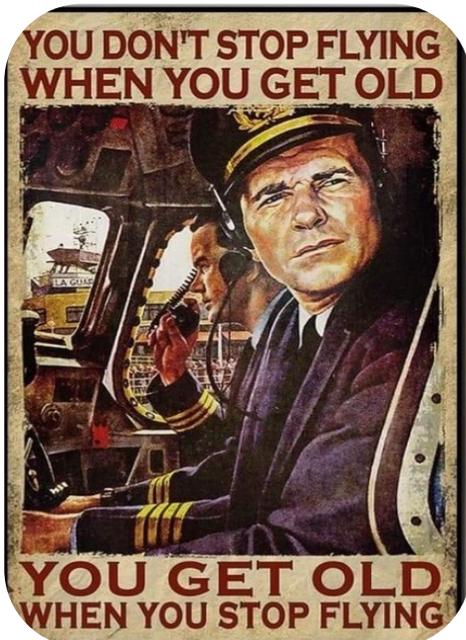
Charles J. Karolek, "Chuck", a resident of Wheaton, Illinois for 58 years, passed away peacefully on Tuesday, August 24, 2021.

He was born in South Milwaukee, WI to Alvin & Veronica Karolek on March 29, 1931.

Charles grew up in Cudahy, WI attending the local parochial schools and graduated from St. John Cathedral High School in 1948 and attended Marquette University. In 1951 he enlisted into the U.S. Air Force and served with the 64th Air Rescue Squadron during the Korean War.



Upon his retirement to Milwaukee, he attended the University of Wisconsin with an interest in business administration which took second place to his love for aviation.



He was hired in 1957 by [Capital Airlines](#) as an airline pilot flying the DC-3, DC-4, DC-6 & Viscounts. Capital Airlines merged with United Airlines and he went on to fly the 727, 737, 747 and retired as a captain on the DC-10 fulfilling a 35 year career. During this time he was a mentor to many aspiring pilots.



In retirement, his avocation included being an "unofficial" financial advisor to his friends, a photographer for the Wheaton Leader and a cameraman for the local Wheaton cable channel. He spent 2 years as a corporate pilot, but decided to re-route his interests to golf, traveling and family.

He is survived by his adoring wife of 62 years, Rosalinda Karolek (Capital Airlines), his children, Carla (Dr. Mark) Byrne of Palo Alto, CA, Eric Karolek of Bollingbrook and Marisa Karolek of Aurora. There are four grandchildren, Alexa, Colin, Christie and Brett; sisters-in-law, Kathy Lucero of Albuquerque, NM and Joyce Karolek of Milwaukee, WI.

He was preceded in death by his brothers, Donald and James (Patricia) Karolek.

Mass was held at St. Mark's Catholic Church, 300 E Cole Ave, Wheaton, IL 60187 on Friday, September 10th at 10:00 a.m

Memorials may be directed to the [Alzheimer's Association](#) or [Seasons Hospice](#).

Family and friends may sign a guest book at hultgrenfh.com.



Donald Ross Darnell



Donald Ross Darnell, 78, of Westcliffe, Colorado, passed away on August 13, 2021 in Aurora, Colorado.

The Memorial Service was held at 10:00am on Saturday, August 21, 2021 at The

Church of Jesus Christ of Latter-Day Saints, 2235 Kingston Rd, Grand Junction, CO 81507.

Burial followed at the Grand Junction Cemetery (located in Orchard Mesa Cemetery), 2620 Legacy Way, Grand Junction, CO 81503.

Arrangements were by Martin Mortuary (martinmortuary.com), Grand Junction, Colorado.

Don was born in Colorado Springs, Colorado to Ross Columbus Darnell and Geneva Myrtle Rice on September 9, 1942. Don was raised in Grand Junction, Colorado, and was an achiever from the start. He graduated from Grand Junction High School in 1961 and then attended Brigham Young University. On April 12, 1963 in the Manti, Utah LDS Temple, Don married Celia Schulthies, the love of his life.

After graduating from Brigham Young University, Don was commissioned a lieutenant in the United States Air Force and began pilot training in Texas during the Vietnam War. The Air Force took Don and Celia's family to many locations such as Clark Air Base, Republic of the Philippines; Kadena Air Base, Okinawa, Japan; and numerous stateside Air Force bases. Don served in the Vietnam War flying 166 dangerous missions from Phu Cat in the McDonnell Douglas F-4 Phantom II fighter jet away from his young family during 1970-71. He was decorated with three Distinguished Flying Crosses which were awarded for "Heroism or extraordinary achievement while participating in an aerial flight".

After 13 years of active duty, Don entered the Air Force reserves and began civilian life by starting the Darnell Tool Company in Casper, Wyoming. After running the business for a number of years Don yearned to get back into aviation. He began flying payroll and parts to the oil field in and around Wyoming.

In 1984 Don moved the family to Broomfield, Colorado where he worked as a pilot flying storm research missions for the National Center for Atmospheric Research. Don had reached the status of instructor pilot in the Air Force and taught aviation during the mid 1980's. He became a commercial airline pilot for United Airlines and flew the McDonnell Douglas DC-10, Boeing 727 and the Airbus A320 aircraft, among others.

Don and Celia retired and relocated to Westcliffe, Colorado. Don was always involved in local LDS church leadership wherever he lived and held many positions in the Westcliffe branch during his retirement.

Don is remembered by his children as the most capable man they have ever known. If Don wanted to accomplish something, it was done, and scrupulously at that. He was a perfectionist. He never quit.

Don is preceded in death by his wife, Celia Schulthies Darnell, and his parents, Ross Columbus and Geneva Myrtle Rice Darnell.

Don is survived by his children, Douglas Ross Darnell (Rosa), Robert Brock Darnell (Marlyce), Darren Young Darnell (Krista), Rebecca Lockett, Analeise Sofia (Deborah) Darnell, and his 25 grandchildren.

Pallbearers were his grandsons: David Ross Darnell, Daniel Rendell Darnell, Neil Brock Darnell, Levi Young Darnell, Benjamin Tyler Lockett and Derek Abram Pipkin.

 **UNITED AIRLINES**



Ronald “Ron” K. Juhl



Captain Ronald Juhl Flew West On September 5, 2021.

With great sadness we announce the passing of Captain Ronald Juhl. A loving father, husband, and grandfather, Ron was born in Long Beach, California, in

1949, and graduated from Gardena High School in 1967.

His lifelong passion for flying led him to aviation studies at Cypress College before graduating from Arizona State University - “half a valedictorian,” he would frequently joke in reference to his less-than-stellar GPA.

Ron then flew in Arizona and California as a flight instructor and charter pilot before landing a flying position with Sierra Pacific Airlines in Bishop, California.

Ron proudly served our country in the United States Coast Guard during the Vietnam Era, and continued to serve for eight years in Washington, California and Arizona. His favorite post was Lake Havasu.

Hired by United Airlines in July 1978 and initially based in Seattle, Ron was type rated on the DC-8, DC-10, Boeing 737 and was Captain on the Boeing 727, 747 and 777. He spent numerous years as a check airman and instructor at the United Airlines flight training center in Denver, Colorado, to be home with his family.

Before retiring in November 2014 as a B-777 Captain, he went “back to the beginning” and reinstated his flight instructor certificate in a 1959 Cessna 172 with his daughter, Amanda, at the United States Air Force Academy Aero Club. At the same time, they each earned their seaplane rating at Lake Mojave, Arizona in a Piper PA-18 Super Cub on floats.



In July 2021, Ron had the great pleasure of presenting Amanda with her own set of United wings.

Ron was immensely proud of his aviation career and his United family, but even more proud of his wife of 45 years, Patty, his children Amanda, Stephen and Jennifer, and grandchildren Abigail and Noah. Both while working and in retirement, Ron took great pleasure in being with family and friends and was beyond proud of their accomplishments.

He loved spending time at his condo in Las Vegas with Patty, seeing the quintessential Vegas shows like Wayne Newton. Meeting up with friends in Lake Havasu, walking the beaches of southern California and much more.

Quick with a groan-inducing “Dad joke,” his humor and kindness will be missed.

Ron was a lifelong car enthusiast and shared his passion with Stephen, going to many DeLorean conventions. He loved his Corvette, and enjoyed NASCAR races and race weekends with his friends.

Ron was an active member of Good Shepherd Episcopal Church. In addition to his immediate family, he is survived by his sister, Marilyn Van Herk, and sister-in-law, Ivy Slike, and nieces and nephews.

In memoriam donations can be made to Parkinson's Pointe <https://parkinsonspointe.org/>

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

Flown West

Remembering United Pilots who have Flown West



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

Lawrence “Larry” K Battersby II *	Jun 27, 2021
Don Darnell	Aug 13, 2021
Ronald “Ron” K Juhl	Sep 5, 2021
Charles “Chuck” J Karolek	Aug 24, 2021
W.R. “Bill” Richards	Sep 13, 2021
Walter “Walt” E Strow *	Aug 28, 2021
Watson W Tranter *	June 17, 2021
Robert A Vogtritter	Aug 31, 2021
David J Wilson *	Jun 28, 2021

**denotes RUPA non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941



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Jim Krasno..... krasnojm@earthlink.net

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RUPA Luncheon Information

RUPANEWS Deadline: 15th of Each Month

Arizona

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

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

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

California

BUR: Thousand Oaks (2nd Thursday on odd months) - *Sunset Terrace, Janns Mall, Thousand Oaks, CA* 805-497-4847

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

FAT: The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*

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

SAN: San Diego Co. (2nd Tuesday) - *San Marcos CC* - 858-449-5285

SFO: San Francisco Bay-Siders (2nd Tuesday, 11:00 AM) - *Harry's Hofbrau, Redwood City, CA* 650-349-6590

SFO: San Francisco East Bay Ruparians (2nd Wed. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*—925-735-1946

SMF: SAC Valley Gold Wings (1st Monday, 12:00) - *Cliff House of Folsom, Folsom, CA* - 916-941-0615

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

Colorado

DEN: Denver Good Ol' Pilots (2nd Wed 1100 hrs) - *The Golden Corral Buffet & Grill, Aurora, CO* - Tom Johnston 303-979-7272

Florida

JAX: 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

SRQ: Sarasota Sunsetters (2nd Tuesday, Jan, Mar, May, Sep, Nov) - *Geckos Bar & Grill* - 941-807-6727

SUA: SE 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*

RSW: SW Florida (2nd Monday, Nov, Jan, Feb, Mar) - *Olive Garden, Ft. Myers* - Contact Dot Prose at proseada@yahoo.com

TPA: Tampa, Florida Sundowners (3rd Thursday) - *Daddy's Grill Oldsmar, FL*. Contact Matt @ 727-787-5550

Georgia

ATL: (Loc / Date To Be Announced) Call Mike Marcano @ 770-495-0002

Hawaii

HNL: Hawaii Ono Nene's (Date To Be Announced) Call Pat Collins 808-561-8391 *Mid Pacific Country Club*

KOA: Big Island Stargazers (3rd Thursday 11:30AM) - *The Fish Hopper, Kailua-Kona* - 808-315-7912 or 808-334-1883

Illinois

ORD: Greater Chicago Area Group (2nd Tuesday, March, July and November)

(*Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL*)

ORD: The Joe Carnes RUPA Group (2nd Tuesday, January, May and September)

(*The Golf Club of Illinois, 1575 Edgewood Dr., Algonquin, IL*)

Nevada

LAS: Las Vegas High Rollers (2nd Wednesday @ 1100 hrs) - *BJ's Brewhouse* in Summerlin. jldonahue@alumni.nd.edu

RNO: Reno's Biggest Little Group (4th Wednesday) - *BJ's Brewhouse*

Call Lyle U'ren 775-232-0177, or Jim Whitney 775-825-3357

New York

NYC: New York Skyscrapers (June & October) - *Rock Spring Golf Club, West Orange, NJ* - psoman@gmail.com

Ohio

CLE: Cleveland Crazies (3rd Thursday) - *Lager & Vine Gastropub Hudson, OH* (Always coed) - Phil: 330-653-8919

Oregon

EUG: Oregon Coasters (1st Wednesday, 12:00) - Call for monthly restaurant in Florence, Larry 541-999-1979

PDX: The Columbia River Geezers (2nd Tuesday 11:00) - *California Pizza Kitchen, Clackamas Town Center* 503-659-0760

Call Steve Barry, 503-679-9951

MFR: The Intrepid Aviators of Southern Oregon (3rd Thursday) - *Pony Express, Jacksonville* - 541-245-6896

Texas

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

Washington

PAE: Pacific NW Flyers (To be announced) 916-335-5269

SEA: Seattle Gooney Birds (2nd Thursday 11:00 AM) - *Airport Marriott 3201 South 176th St SEATAC*

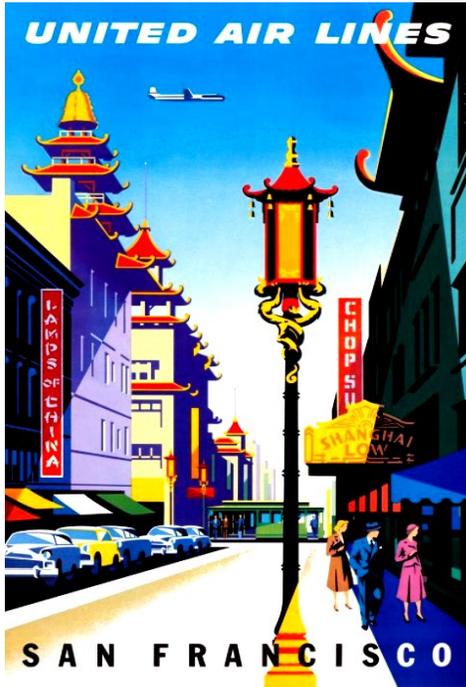
Washington D.C.

DCA: Washington D.C. Area (3rd Wednesday, Jan, Apr, Jul, Oct) - *J.R.'s Stockyard Inn, McLean, VA* - 540-338-4574

DCA: Williamsburg, VA (2nd Saturday 11:30) - *Victoria's Restaurant, VA* 757-585-2815

A Look Back

United Airlines and RUPA History



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

10 years ago - Oct 2011

20 years ago - Oct 2001

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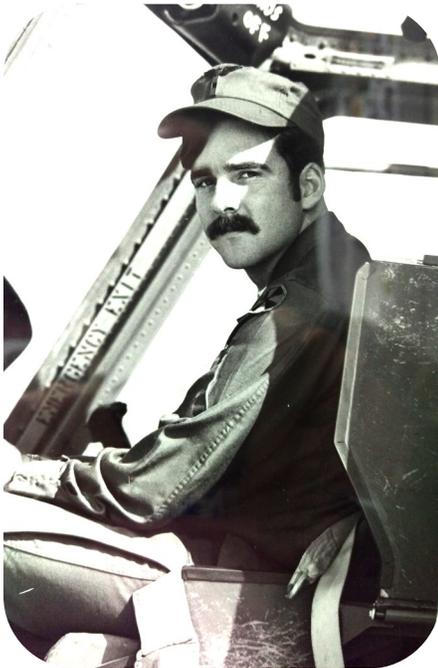
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Member Photos

Member-submitted layover and work-related photos



Mike Oberbeck
Warrant Officer—Korea 1973



Mike Oberbeck. FRA-IAD
Fini Flight 9-6-2014



700 CLUB MEMBERSHIP

Name	GS	TAS	Wind
Joe Piazza	700	517	237/183
Steve Jaques	701	515	267/186
Lesli Thomas	712	504	249/207

Capt's instructions
going on break



More 700 Club entries:



700 Club. GS=700. Joe Piazza

Awaiting Capt
after break



SFO - NRT. 23 Aug 2010. by George E



700 Club. GS=712. Lesle Thomas

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