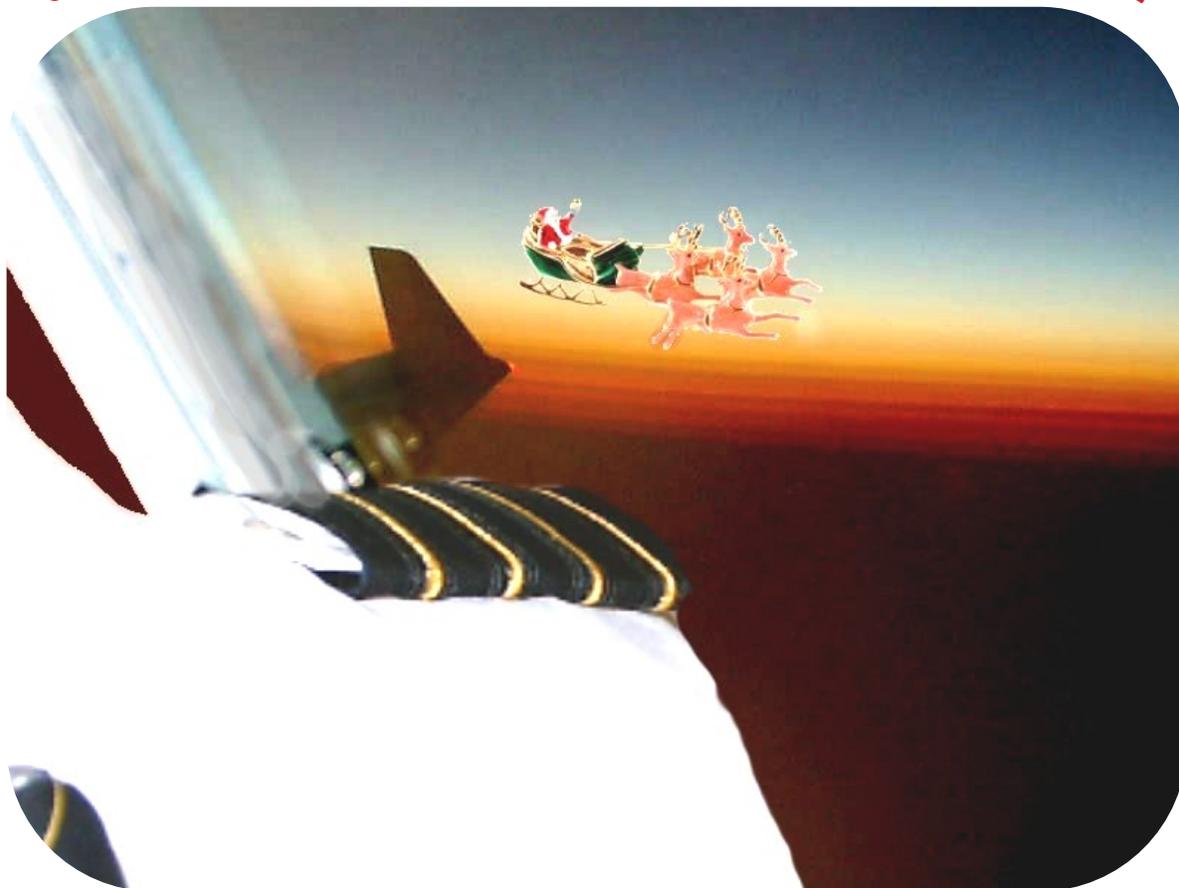

rupanews



Journal of the Retired United Pilots Association



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Member Photos

Member-submitted layover and work-related photos



Ret B-777 Capt Tim Donohue and DA-40



Chuck Buescher - Dec 2016



Capt Julia Wood and F/O Duke



Submitted by Walt Fink



Brian Shelley, Jeremy Delis Balentine, Clark Stromberg



Reindeer thrust set

NOTAMS

About the Cover Somewhere over the north Pacific . . . by Wolfman - Ret

About the Back Cover . . . “Brakes set, pressure normal, Start ‘em all” . . . 747 by Jimmy Vu - LAX
“Star Alliance” by Victor Gutiérrez - IAH

Pass Travel Enrollment 15 Nov - 17 Dec 2021 (11:59 p.m. CT).



***Remember - There is no regular RUPANews in January.
The January issue is the RUPA Directory.***
There is an abbreviated eRUPANews which contains important phone numbers, etc. but does not contain member data.
The full directory is mailed to you.

Mark your calendar: RUPANews deadline for letters, luncheons, reports, etc. - 15th of month prior to publication.

Snowbird NOTAM

- The USPS will only forward magazines to your new address for **60 days**.
- You **must notify** our Sec/Tres when you head to your seasonal residence.
- Both addresses are kept in our database so it's easy to switch them.
- Don't forget to switch again when you leave.
- Email: rupasectr@rupa.org Or mail to: RUPA
PO Box 757
Stowe, VT 05672



Merry Christmas & Happy New Year

DUES

How to pay your RUPA dues

Go to our website www.rupa.org and pay your dues there with your credit card or send a check to RUPA PO Box 757 Stowe, VT 05672-0757

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President's Letter

Don Wolfe rupapres@rupa.org

There's Magic in a United Fantasy Flight



The month of December usually brings hundreds of employees together to spin up for the United Airlines Fantasy Flights. All of the domestic hubs and some line stations bring holiday cheer to children in need by taking them on a very special trip to the "North Pole."

The children, many of them terminally ill or suffering from serious medical conditions, are treated to a day filled with joy, gifts, food, and entertainment and usually treated to an airplane ride. As of this writing, United is planning to conduct Fantasy Flights this year after taking a year off due to the pandemic

I had the honor of flying a Fantasy Flight out of SFO in the B-747 a few years ago. My friend **Steve Silver** and I met in the briefing room to go over the plan of action and to file a flight plan. It was a beautiful day to fly up the northern coast of California for a radar intercept and visual rejoin with Santa. We'd need to be at FL180 and slow the big jet down so that Santa could land on the upper deck roof and come down through the hatch. This would be the briefing for our plane load of children and parents we'd be carrying that day. Steve Silver and I have been friends for a very long time. He is a great 'stick" and has a positive attitude second to none. This was going to be fun.



We walked in to a lobby full of holiday decorations, displays and fellow employees dressed in holiday attire. The seating area was full of parents and children all anxiously awaiting the flight ahead. Steve and I checked in at the counter then proceeded down the Jetway, silent and in our own thoughts about what we'd just seen. Those children and parents had countless days full of bad news and anxiety over poor health. Many would not have a good outcome. But today wasn't going to be a bad news day. No, today we'd be flying with Santa on the Jumbo 747 and enjoying some holiday cheer.

Level at FL180 we cruised up the coast of California enjoying a smooth ride and a great view. Tapping the blank radar screen, I recall a childhood memory of watching the annual USAF film on Christmas Eve where the F-102's scramble and intercept a target inbound from the North Pole. I looked over at Steve and said, "Judy, Judy, Judy, Unknown Rider 12 o'clock, 50 miles, approaching at 1000 kts!"

Steve smiled and continued flying the aircraft while I picked up the PA and made the first announcement; "We have Santa on the Radar scope! He's flying towards us at high speed and will be coming down the right side of the aircraft about 1 mile out. Those of you on the right let us know if you see an 8 reindeer and sleigh going by." A few minutes later we begin a shallow turn back towards SFO and another announcement;" Santa went by fast! We're turning around now for the rejoin. Those of you on the left might see him coming up on the left side of the plane." We could almost feel the excitement as Steve turned the autopilot off and bumped the control wheel. Santa had just touched down on the upper deck roof. Announcement: "Santa has landed on top of the 747! We're opening the hatch and he will be down to see you shortly. Good news, Mrs. Claus came along too!" Santa and Mrs. Claus unbuckled from their upper deck business class seats and proceeded downstairs to greet our special guests. Positive energy filled that giant airplane as Santa brought a round of cheers from the passengers and crew in the cabin below. Santa, Mrs. Claus and the crew extended happiness to all as they handed out gifts on the way back home.

Proceeding slowly towards the airport we received radar vectors to a left downwind for the visual approach to runway 28L. Steve “painted it on” and we taxied to the gate. Standing at the exit door we said “good bye” as our precious passengers deplaned and proceeded to the lobby for a Holiday Party. What a special event this had been.

The Fantasy flight that Steve and I flew seems like it occurred yesterday. I recall Santa and the Flight Attendants bringing joy to all of those children. My heart is heavy knowing that many of them are no longer with us, lives cut short for reasons we will never understand. United Airlines is doing a good thing by sponsoring this annual event and I am proud to have participated.

Newsflash RUPA Members! Your Executive Team of **Dan Petrovich, John Rains** and I, along with Editor **George Cox** and the 15 members of the BOD, have a Special Holiday Offer for you. Please put on your favorite holiday music and sit down in your beloved old Barca Lounger. Close your eyes, clear your thoughts and listen for the announcement:

“Now boarding at Gate 1 is The RUPA Fantasy Flight. Today we’re flying the Dear old Boeing, Douglas, Airbus or Sud Aviation jet of your choosing. First Class is wide open. There’s even an empty seat up front on the right. (FYI: Santa always takes the left seat). Welcome Aboard!” Forget about politics, negative news stories, conspiracy theory email, vicious attacks on Facebook and the pandemic. Replace all of that with your favorite childhood memories from holidays gone by. Recall those special times with loved ones and those you care about. Clear your mind and fly away on the trip of your lifetime. The air is smooth, puffy clouds are scattered in the distance, positive energy fills the cabin and there’s a smiling face in every window. Just close your eyes and you are there.



Those Fantasy Flight children have a message for us too. The clock is running and time is passing by. Find joy in every day and be thankful for your family and friends. Count your blessings and seek out the positive to replace the negative. There really are a lot of good things happening out there if just you take the time to look. Be part of those good things by extending an act of kindness to someone you care about or a person in need.

From all of us on your RUPA Team we wish you Happy Holidays and a Healthy New Year. We’ll see you in 2022!

Cheers!

WM

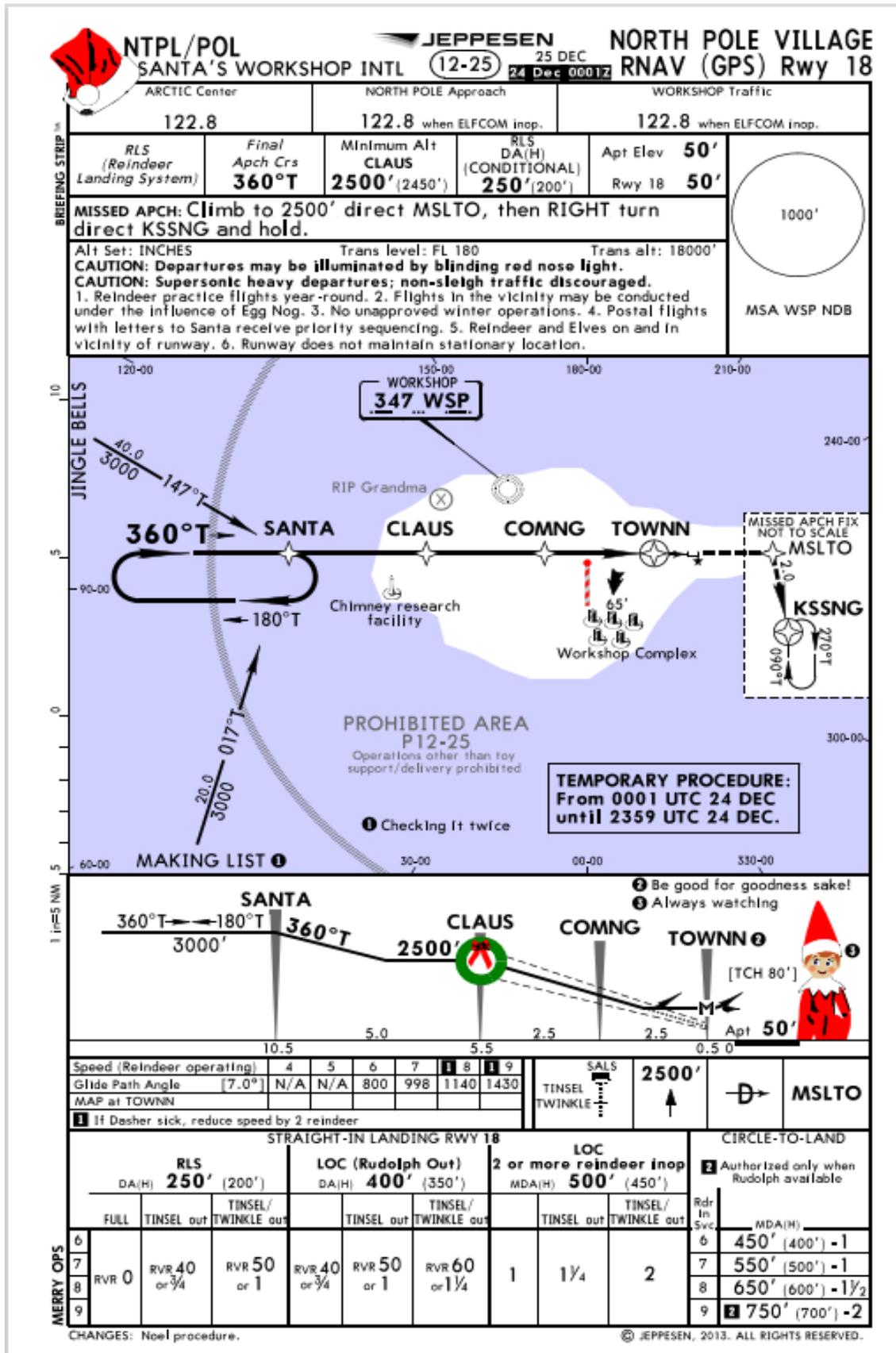


Welcome New Members

<u>New Member</u>	<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
Capt Stephen "Steve" R Lynch	ORD		Schaumburg, IL
Capt Brian H Ching	SFO	Colleen	Kailua, HI
Capt Rick "Capt Crunch" S Rubin	SFO		Westlake Village, CA
Capt Robert "Bob" J Giuda	EWR	Christine	Warren, NH
Capt Deborah "Deb" L Ings	DEN	Chuck Grube	Centennial, CO
Capt Ricky L Gomez	SFO	Patti	Gilbert, AZ
Capt Victor Lorentz	DTK	Pamela	Orlando, FL
Capt Lonnie P Horn	ORD	Lisa	Seneca, IL
Capt Ed B Vaughn	SFO	Deb	Sonoma, CA
Capt Tiana M Daugherty	IAH		Spring, TX
Capt Philip "Phil" C Moore	SFO	Martha	Ft. Collins, CO
Capt Donald "Don" A Helms	SFO	Linda	Mesa, AZ
Capt Scott L Hebert	DEN	Tammy Carpenter	Lakewood, CO
Capt Steven "Steve" C Edgar	SFO	Sharon	Star, ID
Capt Carolyn G Pasqualino	ORD	Mark	Ocala, FL
Capt Lawrence "Larry" Rose	SEA		Anacortes. WA
Capt Charles "Charley H Maynard	EWR	Heather	Auburn, AL
Capt Kevin S Larson	IAH	Michele	Kingwood, TX
F/O Hiroyuki "Hiro" Kamoshida	LAX		Gardena, CA
Capt Julia A Wood	EWR	Tony	Slidell, TX
F/O Robert "Bob" L Alley	SFO	Carolyn	Rocklin, CA
Capt X J Ecker	SFO	Diane	Henderson, NV
Capt David H Fasth	ORD	Barbara	Lake Geneva, WI
Capt Lawrence "Larry" J McDonough	SFO	Lindy	Bellingham, WA
Capt Donnie K Stephens	SFO	Dawn	Scottsdale, AZ
Capt William "Bill" J Zangs	ORD	Judi	Poplar Grove, IL



Santa One, maintain three thousand until established; cleared for the North Pole Village RNAV one-eight approach



From the Editor's Desk

George Cox rupaeditor@rupa.org

Hello Ruparians,



This is the last *RUPANews* issue of 2021 and I am writing this with Thanksgiving a few days away. In addition to the traditional Thanksgiving thanks, I also am giving thanks to all the RUParians who have helped make the *RUPANews* a success. . .

The **Area Reps/Luncheon Coordinators** send their content and photos monthly so you can catch up with former colleagues. I just hope I do their reports and photos justice.

The **Committee Chairs** do an incredible amount of behind the scenes work but two Chairs that have regular content in the *RUPANews* are **Pat Palazzolo** (Travel) and **Bob Engelman** (R&I). And I can't forget the seasonal RUPA Cruise updates by **Rich Bouska**.

I get tremendous support from the 2021 **Executive Committee** of **John Gorczyca**, **Don "Wm" Wolfe**, **Dan Petrovich** and **John Rains**. Thank you!

John Rains and I speak regularly. He provides me with the new member names you see every month and this month is a new record since my tenure began. Check it out - twenty-six new members! John is also the keeper of the RUPA database and mailing lists which ensures you get your hard copy of the *RUPANews* (barring USPS issues).

My predecessor, **Cleve Spring** continues to provide me with articles you see every month.

And last but not least, thanks to all the members who provide content. Your annual "birthday" letters and photos are an integral part of each issue. I receive regular emails from members that they love to see how former colleagues are doing. Sadly, though, the letters have been dropping off with only three this month. Please make a New Year's resolution to send that annual letter.

I also want to thank the general membership for your suggestions. It was you who suggested several new topics including "The 700 Club", "Jet Jobs", "Spam, Scams and Phishing" articles and the very popular "There I Was. . ." stories.

Speaking of "There I Was. . .", RUParian **Mike Ray** gave us some fabulous artwork for many of our stories. Such talent!

External to RUPA we get regular updates from the United Airlines Historical Foundation's **Marvin Berryman** and several photographers that provide cover photos.

There was a bit of editor tweaking too. The NOTAMS page is on page three so important items and time sensitive material will be in one place.

As you can see, there are a lot of moving parts to the *RUPANews* and I couldn't do it without the providers of those moving parts. So, from all the places United has taken me, Thank you, Danke schön, Arigatō gozaima shita, Xièxiè nǐ, Merci, Obrigada, Spasibo, Gamsa haeyo, Gracias, cảm ơn, mahalo iā 'oe, Salammat, Khxbkhuṅ

Take care.

Merry Christmas & Happy New Year,

Editor George E

Spam, Scams & Phishing

Taking Facebook Quizzes Could Put You at Risk for Identity Theft

By Kirstin Fawcett / MentalFloss.com

From phishing schemes to a thief pilfering your passport, there are plenty of ways to fall victim to identity theft. And now, participating in Facebook quizzes is one of them. As ABC News reports, the seemingly harmless surveys that populate your feed could wind up providing unscrupulous hackers with the answers to your online security questions.

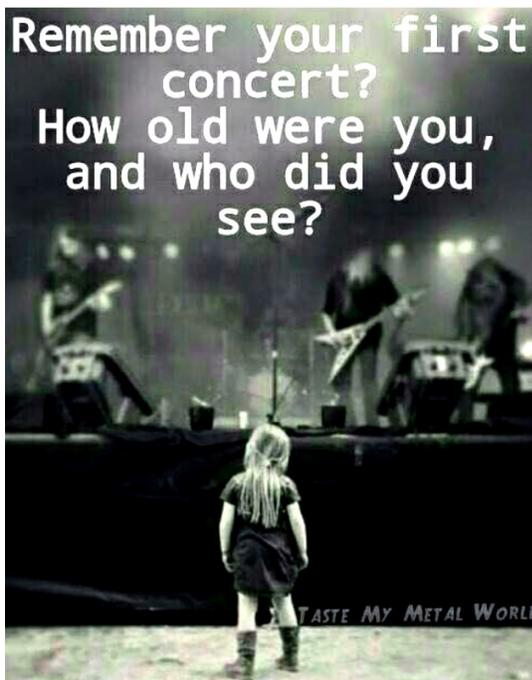
Popular Facebook quizzes often ask users to answer a series of sharable personal questions, ranging from the name of their pet to their birth city. Some people see them as a fun way to bond with friends, or a way to make new ones. But as one local police department in Massachusetts recently noted on Facebook, many of these queries are similar—if not identical—to security questions used by banks and other institutions.

"Please be aware of some of the posts you comment on," the Sutton Police Department in Massachusetts wrote in a cautionary message. "The posts that ask what was your first grade teacher, who was your childhood best friend, your first car, the place you [were] born, your favorite place, your first pet, where did you go on your first flight ... Those are the same questions asked when setting up accounts as security questions. You are giving out the answers to your security questions without realizing it."

Hackers can use these questions to build a profile and hack into your accounts or open lines of credit, the department said. They could also trick you into clicking on malicious links.

Experts say it's OK to take part in a Facebook quiz, but you should never reveal certain personal facts. Take quizzes only from respected websites, and always carefully vet ones that ask for your email address to access the poll or quiz. And while you're at it, consider steering clear of viral memes, like this one from 2017, which asked Facebook users to name memorable concerts (yet another common security question).

<https://www.mentalfloss.com/article/522136/taking-facebook-quizzes-could-put-you-risk-identity-theft>



How old would you be if your age was flipped?



R & I Report

Retirement and Insurance Information

Bob Engelman rupari@rupa.org

Pass travel enrollment took off on Monday, Nov. 15



It's that time of year again! Pass travel enrollment opened on Monday, Nov. 15 and continues through Dec. 17, 2021 (11:59 p.m. CT).

All eligible employees with more than six months of service – including VSP and VSL participants, COLA and employees who were furloughed in 2021 – can update their 2022 pass travel enrollment elections during this window.

Go to our [Pass Travel Enrollment page](#) to see how it works. When you're ready, click on the Travel tab at the top of Flying Together and select [manage pass riders](#) under the Pass Travel heading to make your elections. Remember, you can't make any changes after the enrollment window closes (except adding buddy pass riders, if you don't already have the maximum).

Have a question that's not answered on the [Pass Travel Enrollment page](#)? You can [contact the Employee Travel team](#) through Help Hub, or use our ETC Virtual Assistant chat feature from any of our [Travel](#) pages on Flying Together.

Retirees can have:

- Spouse/domestic partner
- AND
- Two enrolled friends
- Retirees are not eligible for the buddy pass program

No changes? No action.

If you do not wish to make any changes for next year, you do not need to take any action. Keep in mind, once the enrollment period closes, **no changes can be made to your elections.**

- Your election to forfeit or to keep regular buddy passes automatically rollover
 - Note: regular buddy names **will not** roll over and will expire on Dec. 31 at midnight and can be added at any time during 2021 if you elected to have regular buddy passes
- Your spouse, domestic partner, current enrolled friend(s) and extended family buddies will automatically rollover
- **Retirees:** Your spouse, domestic partner and current enrolled friend(s) will automatically roll over. See the [Pass travel enrollment for retirees page](#) for more information and enrollment dates.

Important Aetna Phone Numbers

Primary friends

The designation for [primary friend](#) begins Jan. 1 in [employeeRES](#) > My Profile > Manage Profile > Travelers Profile. A primary friend enables employees who do not have a spouse or domestic partner on their travel profile to designate one of their two enrolled friends to board at the same boarding priority as a spouse or domestic partner.

Friendly reminders

- **Know your friends.** If you are providing enrolled friend status or buddy passes to individuals who are not your family members, they must be your own close personal friends and cannot be sold or bartered
- **Names must match.** Your enrolled friend's and buddy pass rider's names must match exactly how it looks on their travel documents, i.e. driver's license or passport

New from Aetna

I was just told by one of their agents that we will be getting new member ID numbers on January 1st for the UAL Aetna Medicare Advantage ESA PPO Plan. They're changing us to 12-digit IDs. I found that out when I called to ask whether an enote I received that said it was from Aetna, that they had tried to reach me by phone, and said that important action was needed because they didn't have my phone number.

I knew that wasn't true, so I called the number I have for Aetna. When I gave my member number on their voice-prompt system, it said it wasn't recognized. I was still able to get to an agent, and she had no idea if the sender's address was really from Aetna, and she confirmed that they do have my phone number. She then explained about the new 12-digit ID numbers and that's why I couldn't log in on the phone system.

No one I could reach, after being transferred three times, could tell me if the sender's address was really Aetna's, nor why I got the enote. While I was on hold, I logged into their website and at first found basically nothing. After clicking around a few different links, I finally got my personal information, but there was nothing about needing any "important action" about my phone number.

On November 15th, I received this post card from Aetna:

Happy Holidays,

Bob Engelman

RUPA R & I

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

Your new Aetna® ID card should arrive soon



Look for a **purple** envelope that clearly states, "**Your new member ID card is enclosed.**"

We're upgrading the system we use to administer your health plan. That means some basic information, including your member ID number, will change. Because of this, we will send you a new Aetna Medicare Advantage ID card. Keep an eye on your mail so you don't miss it.

Remember to replace your current ID card with your new ID card on January 1, 2022. It's important to show your new card to your providers any time you receive medical care in 2022.

Questions? Give us a call at the number on your ID card.

Stay connected

Starting on January 1, 2022, visit your new Aetna secure member website when you need to:

- **Get a quick view of your plan** — based on your personal preferences

- **Connect to care** — find tools and information to stay healthy such as wellness programs, discounts and resources to make life easier

- **Gain secure access** — to your digital ID card, coverage information, and personal tasks

Visit [United.AetnaMedicare.com](https://www.aetna.com) to register or log in. If you're already registered, your current user name and password will not change.

See Evidence of Coverage for a complete description of plan benefits, exclusions, limitations and conditions of coverage. Plan features and availability may vary by service area.

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72.23.602.1 GEN (09/20)

Travel Report

Retiree Travel information

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

December 2021

Captain Pat Palazzolo
rupapasstravel@rupa.org



The World is Slowly Opening Up. Winter best bets: Sydney and Canada's Northern Lights

Hello fellow aviators,

The world is opening up and there are great travel opportunities all over the globe. Hotels are hungry for your business and the prices often reflect that.

As of this writing several countries are open, including most of Europe, Mexico, several central American countries, Malaysia, India and others. But before you make any plans, always check the [State Department web site listing current Covid restrictions](#) for entry and exit for each country. After typing in the country, scroll down to "Exit/Entry Requirements." For those of you who are not reading the electronic version of the RUPA Mag, Google: "[COVID 19 Country Specific Information - travel.gov](#)" to access this website.

Full Covid Vaccinations are now required for entry into most countries.

It's winter here, but it's summer in Australia. The Australian State of New South Wales, which includes Sydney is now open to vaccinated Americans. Entry also requires a PCR Covid test prior to entry, plus an additional test within 24 hours after entry.

Warning: The Australian school summer holidays are from mid-December through the end of January. Right after New Years Day, the Aussies hit the roads and airports. So please take that into consideration for pass traveling to and from Sydney. Leaving Sydney on standby during the first week of January is quite risky.

I've compiled a list of what I think are some of the best places to go in Sydney:

- [The Sydney Opera House](#) has several shows per week (Google to find the schedule and tickets.) Take one of many daily tours to learn more about its colorful history and backstage stories, or head up to the Opera Bar and relax with a sea view. And for an elegant meal before the show, book a table at Bennelong, serving modern Australian cuisine in a cathedral-like setting.
- [The Manly Ferry](#) is one of the easiest and cheapest ways to enjoy the Sydney Harbor coastline. The ferry, located at Circular Quay, takes you abeam the Harbor Bridge, past the Opera House for a thirty minute ride to Manly. Once there, take a walk all the way up to Shelly beach where you'll find a number of restaurants along the way, and at Shelly Beach. Tip: Get a front row position on the bow or stern for the best views from the ferry.
- [Doyles at Watson Bay](#), is the famous family run seafood restaurant located along the water in Watson Bay. Summer is the best time to go and enjoy beer and calamari while you're waiting for your food to be served!. It boasts great views and amazing food. Big tip: If you want a table with the best view, make a reservation for the opening hour (11:45 AM) tell them you want an upstairs table with a view and get there early, before it opens. You can get to Watson Bay by ferry from Circular Quay, or by bus. Check the schedule ahead of time.



-
- **The Rocks**, located just to the left of Circular Quay, was once a convict settlement. The cobbled lanes of Sydney's oldest neighborhood are now lined with markets, art galleries, cool cafes, boutique shops and pubs. The original police station and jail at 127 George St. is now an Asian restaurant. (Hello, do you have any cells available for 6:00 PM?) You can spot the jail by noticing the carved head of a lion above the door holding a police baton between its teeth. The Initials "VR" are carved in large letters above representing the Latin words Victoria Regina (Queen Victoria for those who didn't major in Latin). The station was built in the late 1800s during her reign. The lion is the traditional symbol of British justice.

It's that time of year to go to Yellowknife to see the Northern Lights

Winter is upon us so I'm reprinting part of the October 2020 travel report about checking out the Northern Lights.

Yellowknife, Canada in the Northwest Territories is known as the best place in the world to view the aurora borealis, also known as the Northern Lights. Yellowknife has the most cloud free days of any city in that latitude. With their long and clear winter nights, mid-November to the beginning of April tend to be the best times of the year to visit for a good viewing. Late summer to early autumn also offers a fair chance of seeing the lights.

For a day to day forecast over the next six days, visit <https://astronomynorth.com/aurora-forecast/> which shows the percentage probability of the appearance of northern lights. And if you're going for a walk around Yellowknife, be sure to keep an eye out for "Northern Lighthouse". These tiny lighthouses, located throughout the city, alert visitors and residents when active aurora is in the evening forecast.



Auroras are very common in the night skies above Yellowknife. This is largely due to the community's proximity to the Magnetic North Pole (Yellowknife has a geographic latitude of 62° North, but more importantly it has a geomagnetic latitude of 68°). In addition, Yellowknife has historically been an excellent location for viewing auroras because of its semi-arid climate with excellent access to dark cloudless skies and a flat landscape that offers a full view of the night sky.

We can travel to Yellowknife (YZF) via Air Canada with connections from a number of border Canadian cities such as Vancouver, Calgary, Toronto etc.

Air Canada offers us Low ZED fare tickets, and the ability to take up to two Star Alliance companions with you. Star alliance companions must be accompanied by the retiree or employee on all legs.

Visas are not required for US passport holders.

Don't get stuck at the airport – – either here or there. Read this caution!

Before traveling outside the United States, please carefully read the entry and exit requirements for the country you want to go to, found on the [US state department](https://www.state.gov) website.

And a word of warning: READ THE FINE PRINT!

One of our comrades got stuck in a foreign country because Argentina, his destination, requires proof that your medical insurance covers Covid. They wouldn't let him on the airplane, and he went back to an expensive hotel. That information is on the US State Department website. So read it thoroughly for the country you want to go to.

Argentine immigration authorities require that all travelers have evidence of medical travel insurance that includes hospitalization, quarantine, and transportation coverage of COVID-19."

And please remember, if you have only Medicare, you're not covered outside the United States.



United Airlines Historical Foundation

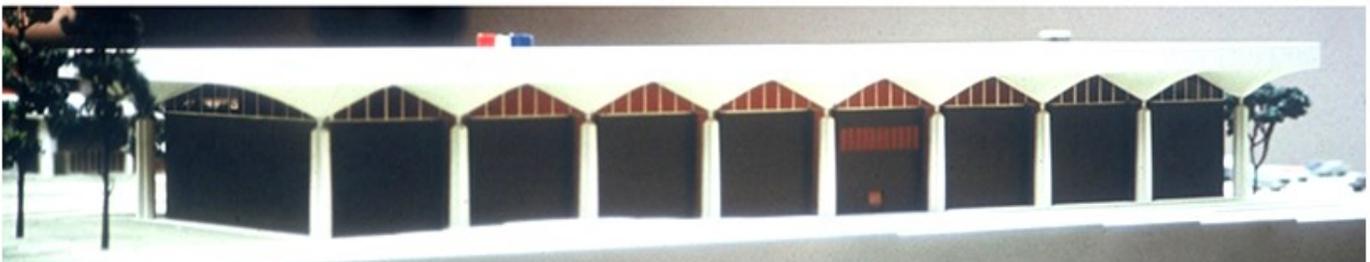
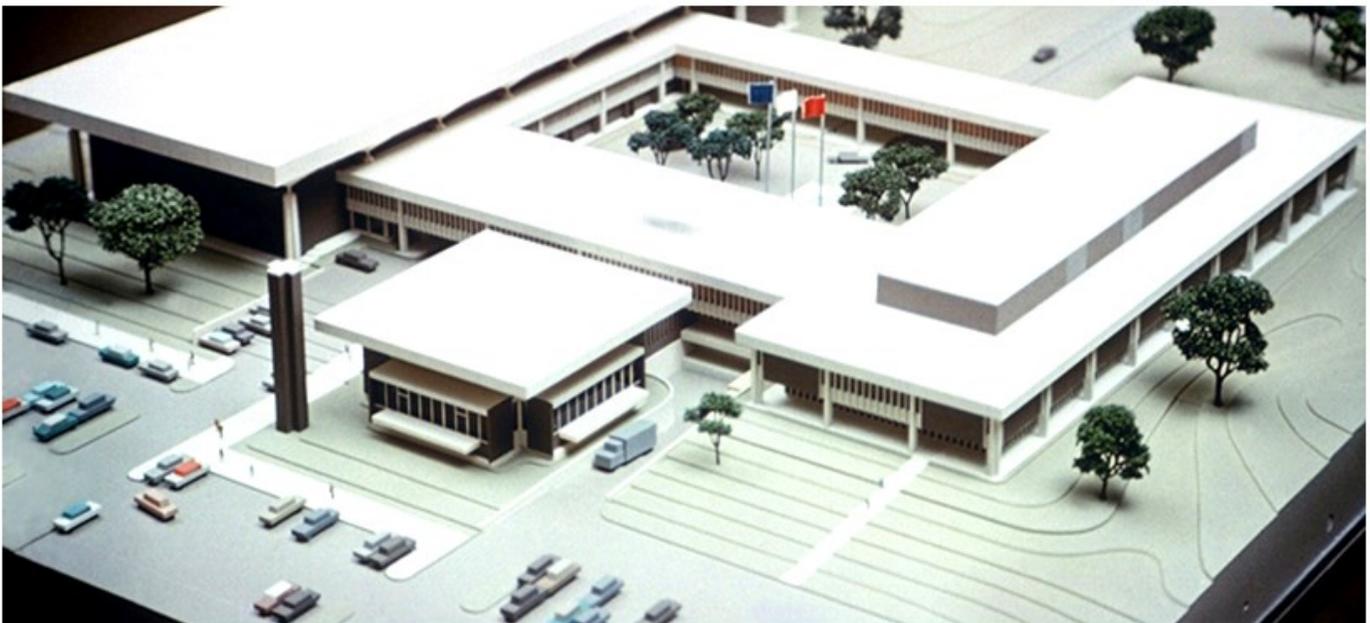
"Preserving the Past,
Inspiring the Future"

The United Airlines Flight Training Center

Plans for the building were first discussed in 1960 and construction was started six years later. The reason for the delay was due to the fast-paced changes in the development of new aircraft. With the announcement of airplanes such as the SST, DC-10 and Boeing 747 and with these planes definitely on the way, United knew what would be needed in the Training Facilities. The Training Center was designed to meet the goals of providing complete Training for Pilot and Flight Crews,

In April 1966 the design plans for the buildings were finalized and construction began. Because the Flight Center was located entirely on Stapleton Airport property, the required Training Flights for Pilots was easy to arrange and coordinate.

The Flight Training Center was designed by Architectural teams from The Perkins and Will Partnership and Paul R. Reddy and Associates. It was dedicated August 23, 1968 and cost some \$7.5 million to construct.



By Marvin Berryman DENTK Retired. - We are accepting donations of **United & Continental** Memorabilia - Mail them and/or your tax-deductible (\$) contributions to: **UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207**. Please visit our Historical Display in Room A104 at the Training Center and our Website at www.UAHF.com

RUPA Cruise - 2022

Retiree Travel information



Slowly but surely the list of RUPA members going on the Alaska cruise next September is growing. We had a couple more cabins booked this month and are looking for more. Remember, Christmas is coming up and a cruise would make a great gift for you and your family. You can even invite your friends and neighbors to come along with you and they will reap the benefits of being in our group.

I have received reports from members of RUPA who have cruised recently; they wish to pass on that they enjoyed cruising again and feel quite safe aboard ship. Most cruise lines require all their crew members and all passengers be vaccinated before they can board the ship and checked on a regular basis during the cruise.

At the present time, Holland is offering some of the best cruise deals of 2022 and the pace of bookings is picking up. So, if you are thinking about going on the cruise, now would be an excellent time to sign up. I want to emphasize that by booking now you will probably save money as prices most assuredly will go up and cabin selection go down. Also, if you book now, your deposit is completely refundable and you lock in the price should there be a future price increase.

You can go to our web site, rupa.org: on the left side of the home page, click on [RUPA CRUISE 2022](#), and see all the details of the cruise 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. Holland America Line has been named Number One for cruises to Alaska in Cruise Critic's 2019 Cruisers' Choice Awards. They have been doing cruises to Alaska for 70 years so they must be doing something right.

Remember all are welcome, friends, family and neighbors. Amenities are constantly changing. If you have questions, call Jerry Poulin at Jerry's Travel Service (508) 829-3068 or gpsp@aol.com for the latest information and pricing. By booking with Jerry, you will receive amenities that are not included in booking directly with Holland. 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*

Jet Jobs

Click the jet,
scan the code,



or go to <https://www.rupa.org/jet-jobs/>

Luncheons / Local Reports

Check the Luncheon Information page for your area

KOA - Big Island Stargazers (Sep)

My apologies to the Stargazers. This was accidently omitted from last months *RUPANews*.

Editor GeorgE

Six of us met at The Fish Hopper for our September luncheon and the talk story and camaraderie were great. Restaurant Manager **Kathleen** was generous with the pupus plus tasty desserts for an anniversary celebration.

Hawaii's COVID cases are on the decrease, and we hope the trend continues so we can enjoy future meetings. Fellow Ruparians **Gerry and Joan Baldwin** recently returned home to Hilo from the Phoenix Mayo Clinic. Currently, Joan is not on the liver transplant list due to complications suffered from a fall. Both are pleased to be home, and our thoughts and prayers are with them as Joan continues with her rehab.

Stay safe.

A hui hou...Linda Morley-Wells



L to R: Linda Morley-Wells, Mary O'Neill, Richard and Gigi Morley, Tim O'Neill, Walt Wells.

Aviation Etymology - Aileron

"Hinged flap on the trailing edge of an airplane wing," 1909, from French aileron, diminutive of aile "wing," from Old French ele "wing" (12c.), from Latin ala "wing".

<https://www.etymonline.com/>

KOA - Big Island Stargazers (Oct)

We had a nice turnout for our October luncheon and caught up with one another with 2+ hours of talk story.

It was nice to see **Bill and Linda Hayes** again and to hear about **Tim & Mary O'Neill's** latest travels to the mainland.

Kilauea Volcano, located within Hawaii Volcanoes National Park, began its latest eruption in September. It is a major attraction for island visitors and residents alike, and several of our members have made the trip to see the lava flow. Veterans can take advantage of staying overnight in the park at Kilauea Military Camp. They offer a variety of accommodations and are located within several hundred feet of the crater's rim.



Our members' thoughts continue to be with **Gerry and Joan Baldwin**. They have not been able to make the monthly drive to Kailua-Kona due to Joan's current medical condition, so we decided to schedule our November meeting in Hilo and look forward to visiting with them.

Stay safe.

A hui hou... Linda Morley-Wells



L to R: Mary O'Neill, Linda Morley-Wells, Walt Wells, Richard & Gigi Morley, Bill & Linda Hayes, Don Diedrick, Tim O'Neill.

The Coffee Law - As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

CLE - Cleveland Crazies

The Cleveland Crazies October luncheon was well attended with 17 members, wives and guests. The service from **Amber** was excellent and the food perfect, as usual.

We had updates on several members, and we had great jokes from **Joe Getz, Dick Sanders,** and **Phil Jach**. Since TJ's Restaurant is still only open in the evenings we will meet again at Lager and Vine in November on the 18th starting at 1:00 pm.

Rich McMakin has established the date and time for the Summer Do next June. We will meet at his home on Saturday June 11, 2022. The starting time is 4:00 pm and an RSVP will help the planning. Also, as usual, bring a dish to share with everyone. The official notice will be in the *RUPANews* in March or April. Put this date on your calendar now for next June.

Cheers,

Phil



L-R standing: Phil Jach, our server Amber Clark, Rich McMakin, Linda Jach, Bob Lang, Dawn Lang, Mike Holmberg, Teri Holmberg, Monica Burrill, Jim Burrill and Bob Olsen.

L-R seated: John Hochmann, Dick Sanders, Carol McMakin, Ellis Sweat, Vickie Getz, Joe Getz and Mary Serpentine.

WE'RE HERE TO HELP

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

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

Check our website www.uaprf.com

RNO - Reno's Biggest Little Group

Better weather and a change to our old PJ Brewery brought a few more out.

Jim Whiteley



L-R: George Hemminger, Gare Dyer, Cort dePeyster, Jim Whiteley, Bill "Wind sock" Charney, Ned Petersen, Gene Lamski, Bill Shephard and Dean Shuff



NORAD's Santa Tracker Began With A Typo And A Good Sport

This Christmas Eve people all over the world will log on to the official Santa Tracker to follow his progress through U.S. military radar. This all started in 1955, with a misprint in a Colorado Springs newspaper and a call to Col. Harry Shoup's secret hotline at the Continental Air Defense Command, now known as NORAD. Shoup's children, Terri Van Keuren, 66, Rick Shoup, 60, and Pam Farrell, 71, told how the tradition began.

Terri remembers her dad had two phones on his desk, including a red one. "Only a four-star general at the Pentagon and my dad had the number," she says. "This was the '50s, this was the Cold War, and he would have been the first one to know if there was an attack on the United States," Rick says.

The red phone rang one day in December 1955, and Shoup answered it, Pam says. "And then there was a small voice that just asked, 'Is this Santa Claus?'" His children remember Shoup as straight-laced and disciplined, and he was annoyed and upset by the call and thought it was a joke - but then, Terri says, the little voice started crying. "And Dad realized that it wasn't a joke," her sister says. "So he talked to him, ho-ho-ho'd and asked if he had been a good boy and, 'May I talk to your mother?' And the mother got on and said, 'You haven't seen the paper yet? There's a phone number to call Santa. It's in the Sears ad.' Dad looked it up, and there it was, his red phone number. And they had children calling one after another, so he put a couple of airmen on the phones to act like Santa Claus." "It got to be a big joke at the command center. You know, 'The old man's really flipped his lid this time. We're answering Santa calls,'" Terri says.

"And later in life he got letters from all over the world, people saying, 'Thank you, Colonel,' for having, you know, this sense of humor. And in his 90s, he would carry those letters around with him in a briefcase that had a lock on it like it was top-secret information," she says. "You know, he was an important guy, but this is the thing he's known for." "Yeah," Rick says, "it's probably the thing he was proudest of, too."

SAC Valley Gold Wingers

Such a great turnout for our November Goldwinger RUPA luncheon.

Rain fell upon us this Fall day. It is always a welcome weather condition in this part of California. Last week we had nearly 6 inches of much appreciated rain. Just let it rain upon us.

I am very sorry to report but one of our staunch members, **Ed Akin**, was taken to the hospital after enduring a cluster of large seizures. This really took a toll on him. Needless to say, we hope he will regain some strength once he's out of the hospital setting and he is able to walk again.

We had a United flight attendant, **Kathy Cotter**, join us for our luncheon.

Many topics of discussion were provided and, of course, the top of the list included what after-effects some members and family members have been experiencing after their Covid shots. This led to the discussion of the United Healthcare insurance. The discussion ensued with the differences between Aetna/ALPA versus Aetna Medicare Advantage PPO.

It was sad to report that Alitalia has flown its last flight after 74 years in the business.

A United 747 is to become Seattle's building centerpiece at 1200 Stewart which is a mixed use development project.

Lastly, many in our group have timeshares through various companies including the Marriott Corporation. This provides an excellent means of upgrading vacations in conjunction with the air travel we have available to us.

All and all, a fun time was had by all and we look forward to our Goldwinger Christmas dinner which is planned for the beginning of December.

Stay strong Ruparians.

Still Flying High,

John Gorczyca



Seated L-R: Sharon Gorczyca, Rosemary Authier, Mary Harty.

Second row L-R: John Gorczyca, Kathy Cotter, John Kallio, Ken Ledwith, Wayne Mooneyham, Tom Dunipace, Bruce Milan, Trudy Engeldinger, Jim Harty, Joni Cordano, Karl Winkelbrandt.

Back row L-R: Kathy Lynch, Bob Lynch, Lori Muir, Dave Ulm, Bill Authier, Andy Fossgreen, Marv Alexander.

FLL - Ham Wilson S.E. Florida Gold Coast

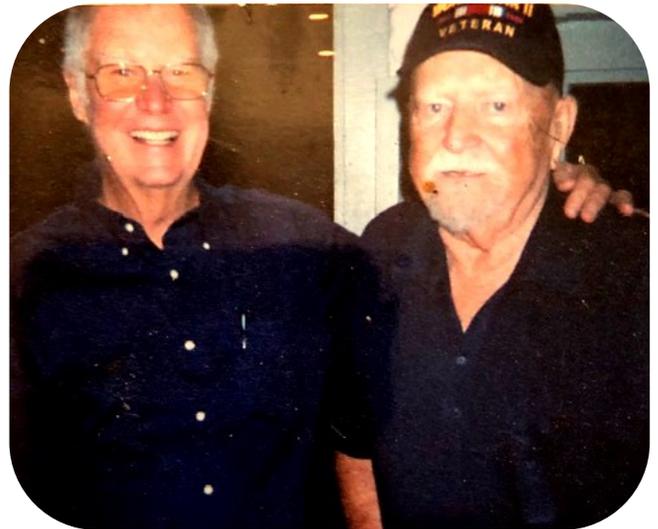


CW from Left: Jim Morehead, Reggie Banks, Bill Garrett, Paul Livingway, Lyn Wordell, and in the front row Ham Oldham.
Paul and Ham were Capital Airlines' people some 60 years ago at merger time October, 1961.

Our December lunch is on the second Thursday - December 9, 2021.

The Gold Coast RUPA lunch group is named for Ham. He was a Capital Airlines pilot and based in Miami for the second half of his career.

Jim Morehead



Dick Bodner (Flown West), Ham Wilson



SRQ - Sarasota Sunsetters

Sarasota Sunsetters had our last lunch for the year. Next is January 11, 2022. The usual issues were discussed, airplanes, boats, golf and what we have been doing, all good stuff. A couple of new faces, our group is growing nicely.

Chris Wingardh



Back row: Bob Baird, Art Jackson, Mike Wedge, Bob Martin, Bill Monfort.
Middle row: Bob Bourlier, Paul Rice.
Front row: Chris Wingardh, Leif and January Jonassen with Zoe, June Jackson.



PDX - The Columbia River Geezers

We had a small turnout for our November lunch, but still managed to spend couple hours chatting. While I had hoped for a bigger turnout, it was a lot of fun being in the same conversation the entire time. A lot of talk about our small planes. **Bill** is almost finished with a '42 Champ restoration. **Denis** is building what he calls, "FrankenCub", from scratch. Custom fuselage, engine, and cub wings and tail. He spends a lot of time in the Idaho back country, as does **John** in his Kitfox, and looks forward to the large boost in performance over his current plane, and, the ability to sleep indoors in the seven-foot baggage compartment.

I asked if anyone would like to move the December lunch up to the first Tuesday in December, as the second Tuesday falls mid month and close to a lot of holiday commitments. I got one "Yay" and zero "Nays", so the "yays" have it. Our next lunch will be on the 7th of December instead of the 14th. This is a one-time change only. I will send out a reminder about a week prior.

Happy Thanksgiving!

Steve



L-R: Bill Park, John Copper (US Air), Steve Barry, Denis Coates

Doctors' Law - If you don't feel well, make an appointment to go to the doctor. By the time you get there, you'll feel better. But don't make an appointment and you'll stay sick.

LAS - Las Vegas High Rollers

Photo looks like we are being blessed from above...

John Donahue



Clockwise L-R. Klaus Mueller, Ernie Yoshimoto, Jack Donahue, Jean Ann Donahue, Opal Bolles, Hugh Mattern, Larry Grihalva, Mike Sanders & Mike Stark.

SFO - San Francisco East Bay

We had our regular gathering of aging pilots and their partners for the month of November. We finally had a new member show-up, **Charlie** and his wife **Barbara Ward**. Charlie flew for the Marines before joining United and retired from UAL three years ago. We will have to get some of those harrowing military flying stories from him in the meetings to come.

We may be looking for a new place to gather next month so stayed tuned for further information.

I was so excited in having a new member show up and the largest group since the pandemic struck that I forgot to take a picture. So without further adieu, let me identify the people who were sitting around the table in the picture I didn't take: **BS. Smith and his driver, Harry and Danielle Stonelake, Lee and Shirley Francis, Rich and Marilyn Sperling, Charlie and Barbara Ward, Neil and Tammy Dahlstrom, Jerry Udelhoven, Rich and Georgia Bouska.**

Submitted by; Rich the absent minded.

Rich Bouska

DEN - Denver Good Ol' Pilots

On November 10th, twenty-two Good Ol' pilots and guests mustered for lunch at The Golden Corral Buffet and Grill in Aurora.

Our SOP is to begin social hour at 11:00 with lunch at noon. After lunch, **Ted Wilkinson** led off with some humor. Next, we remembered **Jim Broderick** who recently flew west. To the best of our knowledge Jim was the last of The Denver based WWII pilots who had attended our monthly meetings.

In 2018 he spoke at a meeting about his flying career. He flew the P-38 for the Army Air Force in Europe. He recounted bailing out of the P-38 over France. See the Youtube video on how to bail out of the P-38 ~ <https://youtu.be/g7jTdzfPUGA>

Jim was picked up by ground troops, returned to his unit and was back in the air within hours. Members present at our meeting spoke of flying with Jim. He was highly regarded by his fellow pilots. He will be missed.

We welcomed two new attendees, **Scott Hebert** a current United Pilot and **Keith Lotan** who retired last year. It is our custom to have new retired attendees give us a run down on their careers.

Keith Lotan had a varied and interesting Aviation Career. He learned to fly in the Civil Air Patrol. He joined the Air Force at age 17 in 1973, which required his mother's consent to enlist at that age.

In the Air Force he served in Hawaii as an avionics technician. During his off-duty time he used his VA benefits and flight instructing etc. to complete all his commercial ratings through ATP.

After discharge in 1977 he worked three years as an FAA air traffic controller until 1981 when he began full time general aviation flying of a variety of aircraft followed by flying the DC-9 for Evergreen Airlines in 1985 - 1986 attaining a type rating on the DC-9. He declined to go to work at United during the strike of 1985.

After Evergreen, he flew for Eastern Airlines for a year. He was finally hired at United in 1987 where he worked as an FOI, flew as 737 F/O, 727 F/O, 737 Captain and LCA, 757/767 Captain and 787 Captain. He retired last year as a 787 Captain.

We had planned on having **Joe Bacheller** speak about an interesting confidential flight assignment he had at United in support of The U S State Department but postponed his talk due to our meeting running a little long. Joe will speak about it next time he attends a meeting. We are looking forward to that.

Tom Johnston



L-R: Tom Johnston, Scott Hebert, Cliff Lawson, Joe Bacheller, John Penney, Duff Muir, Dick Grant, Pete McConnell, Ray Bowman, Steve Jacques, Mark McGurk, Bob Blessen, Keith Lotan, Rick Bebee, Bill Hanson, Dan Romceovich, George Maize, Ted Wilkinson, David Horwitz.

Not pictured; Rose Wilkinson, Ann Blessen, photographer Tim Patton

SFO - North Bay Group

The North Bay RUPA group met on our favorites day, the first Wednesday of the month, at Cafe Bellini in Petaluma. A small but lively turnout. Spirited discussions on the virtues of air fryers to trekking in the Himalayas.

We meet on the first Wednesday of the month at the Cafe Bellini, 100 S. McDowell Blvd. in Petaluma, CA. Meet at 11:30 am with a sit down and lunch at noon and out the door around 2:00 pm. December 1st is our next get together. Come one, come all, bring a story and enjoy the camaraderie.

If you are in the area on December 1st, come join us. Cafe Bellini, 100 S. Mc Dowel Blvd., Petaluma.

Per Ardua,

Barney



CW L-R: John and Carol Reed, Ross Sagun, Mike Gaylord - retired UAL mechanic, Rick Saber, Barney Hagen, Jules Lepkowsky.

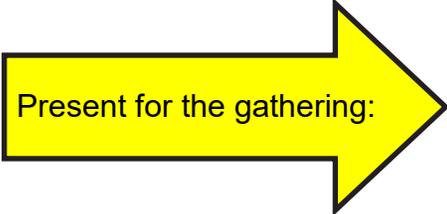
PAE - Pacific NW Flyers

A great turnout for the meeting of the PNW group at The Hub at KTIW on Wednesday Nov. 17th. Great weather, Clear and 15NM.

Jim and Karen Flynn., Dixon Smith, Mike Todd, Tom Trees, Don Lake, Alan Clarke, Steve Craig, Jack Bard, Bill Johnson, George Johnson, Molly Flanagan Littlefield, Keith Littlefield, Ron Prynne, Earl Poland, Fields Misselwitz.

Seasons Greetings,

Fields



Present for the gathering:

PHX - Phoenix Roadrunners

Greetings from the Phoenix Roadrunners. We had a great luncheon Tuesday. It was our second this year. Eleven attendees came. Like all luncheons of the past, old subjects were discussed along with new flying stories. Joining us for the first time and hopefully for many more luncheons, **Harvey and Barb Hallberg**. When friends and families whose lives have been touched by the flying business, there is always something to talk about.

Bobby Q's has done some remodeling and it turned out well. Service is equally good. As we were all leaving after a couple of hours, someone said, "Do we have to wait a month before the next luncheon?" It was a nice thing to hear. Until the next luncheon, we send all our best wishes.

Warm regards, *Frank Soare*



L-R: Frank Soare, Dianne & John Baczynski, Jeanette Soare, Dennis Leahy, Werner Schmid, Mike Clements, Tom Libuda, Renee Libuda, Barb & Harvey Hallberg.

PAE - Pacific NW Flyers



RSW - SW Florida

After 20 months of down time due to Covid we were able to reestablish our luncheons at the Fort Myers, FL Olive Garden restaurant with a very nice turnout of 13, several who were first timers. Perfect Florida weather helped.

During this hiatus, the Olive Garden renovated the restaurant with a new tile ceiling, new paint, new art work and new hard wood tables and chairs. The manager, **Dylan**, told me the Olive Garden had opened two more restaurants in Fort Myers. Business is booming but his biggest challenge is finding workers. Potential employees sign up for interviews but many never show up. Fortunately our server, **Amondo**, was on the ball, efficient, accurate on the orders and polite. He also took the photos.

Conversation centered around the usual topics and happily did not involve politics! There never was a loss for words.

The next three luncheons were announced to be on the second Monday in Jan, Feb and Mar 2022. The one glitch was the Feb luncheon falls on Feb 14, Valentine's Day, and our special room could not be reserved because they have so many hungry people that they need our room to accommodate everyone so the date was moved up a week to the previous Monday which is Feb 7. So the dates for the next three luncheons are all at 1130 hours:

Jan 10

Feb 7 (A week earlier)

Mar 14



L-R: Rip Curtiss, Barry Wilson, Fran Wilson, Faith Osborn,
Gary Crittenden, Brian Leiding, Mike Jones.

2022 Resolution ~ Do my RUPANews annual letter.

The Sun-n-Fun Aerospace Expo at Lakeland, FL is scheduled for 5-10 April 2022 with RUPA Day on Thursday, 7 April 2022, in case, you might be planning to attend. RUPA Day is very simple – hot dog lunch and a photo – no meeting, just fun.

The next luncheon is the second Monday, January 10, 2022 at 1130 at the Olive Garden in Fort Myers (12870 Cleveland Ave on Rt 41). All welcome. New retirees and their spouses/partners/visiting offspring/caregivers are especially welcomed. Photos by Amondo

Yours truly,

Dot Prose (Gary Crittenden, Senior Consultant).



L-R: Dot Prose, Jim Sutton, Neil Bretthauer, Gene Chapman, Jim Rigsbee, Scott Sweet.



SEA - Seattle Gooney Birds

Veterans Day, 11/11/2021 in Seattle brought another day of heavy rain and wind. Twelve pilots and six wives enjoyed the camaraderie along with warmth, excellent service and food provided by the SeaTac Marriott.

Most of today's group had careers that included military service and they shared a wide variety of anecdotes and experiences from the earlier days. **Pete Velzeboer**, USMC, recalled several humorous and interesting accounts of his career as did US Army pilot vets **Bob Reid** and **Alan Black**.

Gooney Birds wish for all a happy Thanksgiving and Holiday season.

For the Flock,

Hank



Pilots, seated L-R Bud Granley, Bob Reid, George Brown, Jim Barber .

Standing: Jack Brown, Bill Records, Phil Scott, Pete Velzeboer,
Alex Dunn, Larry Knechtel, Alan Black, Hank Kerr.



Wives L-R: Kathy Black, Blythe Knechtel, Carol Granley, Faith Records, Margie Reid, Mary Breivik.

JAX - Florida First Coasters

Another perfect day in Florida: warm ocean breezes, blue skies, plenty of water and fresh seafood right from the seas.

Add a wonderful group of folks with flying backgrounds and we had it all. JAX First Coasters are the best.

If in town on Thursday, the ninth of December: come join us at Palm Valley Outdoors Bar and Grill in Ponte Vedra and share in our bounty. 11:30 AM.

Jim Peterson has the info:

jepeter44@gmail.com

970-201-6149

Jimmy



Seated L-R: Chris Cheshire. Jim Peterson, Jerry Bradley,.
Standing L-R: Randy Cheshire, Laurie Reeves, Chrispy Peterson & Bill Gander.



TCAS: "TRAFFIC - TRAFFIC -

DCA - Leesburg

There was frost on the shrubs this morning at 29° F but five of us showed up for Breakfast at IHOP in Leesburg.

There was sharing of Stokes' photos of Vietnam and his observer time on the Hancock.

Then we got around to the important discussion of things social, political and medical. The departing greetings were "See you next week in Manassas".

Put it on your calendar, 1st Friday Leesburg and 2nd Friday Manassas.

EK



CW from the left: E.K. Williams, Billy Davis, Stokes Tomlin, Jim Turner and Gil Coshland.

DCA - Eddie O'Donnell Group

Washington Area RUPA, Eddie O'Donnell Luncheon October 20, 2021

A Beautiful October Day and 20 of the group arrived without fanfare, even though each deserved such a grand welcome. **Tony Keffer** even came up from Smith Mountain Lake.

We spent an hour of catching-up, with tales of past layovers, wild "Boar Hunting" in Tennessee, fishing in Alaska and Upcoming Travel plans. Then, gathered around the tables and standing for a moment of silence, we remembered those who have preceded us in the Flight West. We remembered the pleasure of their company and the part they played in our lives and our profession.

JR's Stockyard Inn does a good job for us, with nothing but compliments for the food. After lunch, **Tony Keffer** told us of his experience at the Flight 53 Memorial Ceremonies on Sept 11 this year. Truly, a moving experience that he likened to his visit to the "Wall".

Our special guest was **Capt. Jill Mills**, Assist. Chief Pilot, IADFO. Capt. Mills updated us on "The State of the Domicile". Among many things, she spoke of several new destinations for the domicile, the uncertain timing of 777 return and improvements to the "UAL App". She outlined the Aviate Program, the Aviate Academy and the many exacting steps leading an applicant to the F/O seat at United. Currently hiring is heavy with weekly new-hire classes.

Thanks to **Don Reinhard** and **Fred Streb** for handling the check-In. **Hal Cockerill** handled that job for so many years. We will miss Hal as he and his Lady move to Harrisonburg and nearer to family.

The anticipation was electric when the "Golden Vessel of Uncertain Heritage" appeared and **Bob Goodman**, as Senior Officer Present, reached in to draw for the door prize. **Paul Gilson** and **Gil Coshland** were the Lucky Luncheoners.

Do not forget our monthly 0900 breakfast gatherings:

1st Friday at IHOP in Leesburg and

2nd Friday at Golden Corral in Manassas

Our luncheons are quarterly, the 3rd Wednesday of Jan, Apr, July and Oct, at JR's Stockyard Inn, 8130 Watson Street, McLean Va. 22102 (Tyson's Corner) and we invite any of RUPA to join us. Social time begins at 1115 with lunch served at noon.

Our next luncheon is on Wednesday, January 19th. Contact E.K. Williams 540-338-4574 (EKWJR@earthlink.net) to ensure a place at the table and a bean in the pot.

E.K. Williams, Jr. Washington Area Representative



Left Table CW: Jon Beckett, Bernie & Linda Schwartzman, Gil Coshland, Ed Miller, Betty Williams, Pat Coshland, E.K Williams, Fred Streb, Capt. Jill Mills (Standing).

Right Table CW: Gail & Ron May, Betty and Bob Goodman, Tony Keffer, Don & Cathy Reinhard, Paul Gilson and Paul Madsen.



CW: Special Guest Capt. Jill Mills, (Asst. Chief Pilot IAD).

In the back left corner,
Ron and Gail May,

Fred Streb. Pat & Gil Coshland,
Jon Beckett,

Bernie & Linda Schwartzman,
Ed Miller, Betty & E.K. Williams.

SNA - Dana Point

We had a nice turnout of 14 people, considering that some members were out traveling. **Corey** and **Barbara Ferguson** were visiting family in Washington DC, **Rusty** and **Deborah Aimer** were in Mexico for their son's wedding while **Boomer Knutzen** was in Warsaw.



We surprised ourselves with our opening discussion – correcting common phrases used in news media. As an example, instead of “he died from an apparent heart attack” we preferred “he apparently died from a heart attack”. We also decried the common use of “tarmac” to describe the ramp and taxiways, noting that tarmac denotes a surface constructed of a bituminous material – which just doesn't apply to the concrete pavement at LAX. Finally, we shared a joke at the use of a dangling preposition in a regular conversation.

Having set right the use of the English language, we easily reverted to our favorite subjects: memories of the infamous **Captain R** (R as in rascal) and his shenanigans, memories of flying to new destinations, and bird strikes.

Flying to a new destination was always fun- but not if the whole flight crew was new to the place. Some examples we covered: flying to NRT after PAC Day, setting off MIA-LHR after UA got Pan Am's Atlantic routes, and getting checked out to GUM by an LCA who had never been there either.

Regarding bird strikes, our stories included: the lead flight attendant getting freaked out by the big splash of red outside the captain's window, the duck splitter running down the center post of the Lear Jet's windshield, finding a bone wedged in the nose gear door. The standout story was of the sea birds striking each other. One was a pelican, but the other was a [Grumman HU-16 Albatross](#).



Something new to some of us was the “Follow me” dog in San Salvador. Apparently, after an airplane lands and exits on the highspeed, a dog comes out of the bushes and leads the new arrival to its gate. Two people in the group attested to having used this canine service.

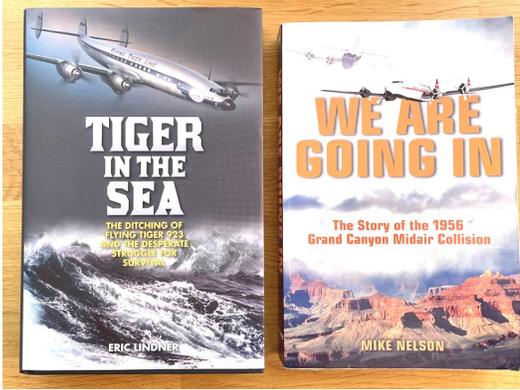


Carlos Bernhard joined today's luncheon after a hiatus. He tools around with his friends in a 172 out of Oceanside. In his career he had the opportunity to fly “classic” airplanes like the [Gloster Meteor](#) and the [C-46](#).

Rusty Aimer made an appearance on NBC News about the American Airlines schedule meltdown in mid-October. He added that United has enough staffing to avoid the same situation, but that information was edited out. He appears on the clip at the 1:40 mark.

<https://www.nbclouangeles.com/on-air/flights-canceled-across-the-country/2742993/>





We may have begun a book sharing routine. Two books changed hands today: one about a North Atlantic ditching by a Connie, the other about the 1956 mid-air over the Grand Canyon.

Finally, we had a little excitement with a non-normal situation at the end of lunch. Our server said that two members had paid the bill for the whole group. Since such an action was totally out of character for pilots, the look of astonishment and bewilderment on our faces was a worthy of a Kodak moment. Turned out **Bruce and Peggy Dunkle** paid for their share before leaving early and our server simply got confused.

Looking forward to meeting again during the Christmas season.

Rico Santamaria



L-R: Bill Stewart, Bob Fuhrmann



L-R: John Arp, Bill Rollins, Denny Giese



L-R: Bruce & Peggy Dunkle, Karen & Jim Grosswiler



L-R: Carlos Bernhart & Rico Santamaria



L-R: Merle Santamaria, Janice Fuhrmann, Cheryl Arp

SFO - San Francisco Bay-Siders

We had ten members show up for our November luncheon. In addition to my monthly email reminder, **Jerry Terstiege**, who I now call our group's 'sergeant-at arms', sent out an email to everyone saying "Let's do This!" It worked. It was our best turnout since before the pandemic.

The conversation was lively. We first as a group, decided to start on luncheon at Noon, since we all thought, 1100 or 1130 was way too early for meatloaf. We talked about the ups and downs of our airline under different CEO's. We all felt good about the direction United is going now. We talked about "non-vaxers", a word that is not in my eleventh edition *Marriam and Websters* dictionary. Does this mean we are really a 'woke' society?

Our biggest conversation was about cruising. Some of our members had some interesting stories about how the pandemic affected them while on a cruise. **Barry and Ginny** had just started a month's long cruise when the pandemic hit. At one point they had roundtrip business class tickets for four cities, as the cruise line tried to determine which ports that could enter and which were closed due to quarantines. "Hello, crew desk?" You have to be flexible and patient. I tell you; we have some serious cruisers in our group. **Cyndi and I** have been on six cruises. Among the cruisers, that was one third of the next lowest cruises completed. Eight of us have cruises booked in the immediate future.

Enough for now. Our luncheons are the second Tuesday every month at Noon, at Harry's Hofbrau, 1909 El Camino Real, Redwood City. Let's keep them coming!

Come join us,

Rich Erhardt



L-R: Cyndi Schwager, Rich Erhardt, Keltie Norris, Jeri Johnson, Hank Morales and Becky Morales.
Not in picture, but excused early: Gerry Delisle, Barry and Ginny Hamley and Jerry Terstiege.

ORD - Greater Chicago Area Group

We had 41 RUPArians and guests for our November luncheon at Nick's Pizza & Pub in Crystal Lake on 9 Nov. We were pleased to welcome a good number of first-time attendees plus one or two more folks whom we haven't seen in a long while.

Observing our traditional "Salute To Veterans" day, our two guests. **Jim Daniels** and **John Connon**, are ex-submariners and gave us a neat program on a branch of the service not many of us are familiar with. Both gents served aboard nuclear submarines and Jim is a docent at the U-505 exhibit at Chicago's Museum of Science and Industry. **Captain Scott Joseph** arranged this for the group.



Attending this time around were **John Anderson, LeRoy Bair, Ed Bristow, Rick Butler, Larry Cabeen, Bruce Carey, John Connon, Jim Daniels, Carl Eberle, Walt & Jan Fink, Kathy Garske, Jan Gawenda, Bob Helfferich, Bill Helfferich, Mike Hepperlen, Glenn Hill, Phil Jensen, Scott Joseph, Ben Kalom, Dick Kane, Rick Kroescher, Russ Kuhlen, Dan Mason, Bob McCormick, Don Mosack, Dave Murray, Gene and Bonnie Ruder, Dave Runyan, Larry and Mary Sandford, Sue Schwaab, Ed Sendelbach, Larry Stech, Dave and Linda Strohm, Jack Taylor, Jim and Mary Jeanne Trosky and Ed Wevik.**

Following lunch we got a group picture taken of Nick's Pizza Warriors for posterity. Seems fewer and fewer of us are wearing our old uniforms.....obviously, continued laundering has caused them to shrink to unacceptable proportions.

We'll make a return to Nick's on Tuesday, March 8th, 2022, for our next luncheon. RUPA members and their guests, active and retired pilots are welcome and encouraged to attend.

From The Pen,

Walt



SAN - San Diego Co

I guess most of the pilots and their better halves were hungry because we had a pretty good turnout for lunch. The WX was clear but a bit chilly so we decided to sit inside this month. Some of us didn't bring jackets because, like the rest of the U.S., the WX is a little warmer for this time of year so why think about jackets.

Last month I thought I'd try a different sandwich which was good but not as good as my old standby, my P-nut Butter Hamburger. Give it a try. Might surprise you.

Like I've mentioned in prior months, I took a picture of **JP Jones'** Aircoupe tied down at Palomar Airport for our luncheons. Really nice looking airplane. He keeps his Aircoupe in a hangar at a local airport so easy to maintain.



I called SoCal approach to find out what altitude the F18's cross the shoreline here, after taking off from Miramar Marine Air Station, and he told me 2000' so I'm guessing **JP** has to either fly VFR along the coast on his way to Palomar Airport in communication with SoCal Approach, or if he's lucky, a tower to tower over Miramar. Since his Aircoupe isn't the fastest airplane in the sky (his Aircoupe isn't quite as fast as the F18's or the airplanes all of us used to fly, even at full stall) the controllers treat him like a kite following him for quite a while before handing him off to Palomar Tower. I'm sure he has a terrific time trying to stay out of the class "B" airspace. Pretty fun for our Fly-In Lunch, I'm sure.

Scott Becker and I belong to a "N Scale Model Railroad Club" and have a great time running trains, building scenery and the camaraderie of fellow members. Scott's been out of town lately finishing up some business back East in Pennsylvania so we look forward to his return to the club.

Colin is doing lots of work around his house and I believe tinkering with his 1971 240Z. The car looks great. If I'm not wrong, his 240Z is 50 years old and that classifies it as an Antique. Quite the classification for a car we all know and wished we had at one time.

Santa's Annual Flight Exam

I'M NOT SUPPOSED TO TELL YOU THIS, BUT YOU'RE GOING TO LOSE AN ENGINE ON TAKE OFF...



The next is **Michelle** who owns “The Landings” restaurant we meet for our luncheons and the whole staff knows and welcomes us.

Brad and Rhoda won't be here for our next luncheon because they will be visiting Cancun with some friends. I guess it's too cold for them on the beach near La Jolla so have to warm up with some tropical WX before winter sets in. I guess the next time we see them will be in 2022.

My wife **Susan + I** went to Kauai in the beginning of this month for a family reunion. Good time had by all. Oh yeah, the flight over and back was half full so flying non-rev wasn't a problem. I was impressed with the precautions taken by the airline about cleanliness and we didn't have any crazies on board. I guess everyone knows the goddess “Pele” wouldn't put up with complaining PAX!!!

Susan and I are planning Desert Camping trips for the winter in our 5th wheel to get warmer WX. Part time “snow birds” ?

That's about it for now.

C ya next month.

Mark



JP, Scott Becker, Colin Winfield, Michelle, Brad + Rhoda and Susan + I, Mark



**My kids say they
want a cat for
Christmas.**

**Normally I do a
turkey but hey, if
it'll make 'em
happy...**

SUA - SE Florida Treasure Coast Sunbirds

It must be starting to get chilly up North once again, our Northern friends are starting to come back for our FL season. Welcome back **Dick Baese**, it's good to see you again. We're experiencing a KING Tide period here in SE FL so the Shrimper's staff had to move us from our usual spot because the unusually high water level was actually coming over the edge of the patio area that we usually sit in. But, as you can see in the picture, the eight of us managed to still have wonderful accommodations on our waterfront patio location. Heck, somebody has to do it -- so it might as well be us.

Those in attendance were: **Duff Daily, Ted Osinski, Jerry Holmes, Dave Damon, Dick Baese, Gregg Sternbach, Joe Piazza and Bob Langevin**. We were served some terrific food in a very timely manner by our server, **Jennifer**, and her helpers.....and as usual, no one left hungry.

Some of our usual attendees that were not able to make it for a variety of reasons did RSVP - and they were **Jack Boisseau, Andy Lambert and Paul Whiteford** to mention a few.

The various subjects discussed were, our various (and many) travel experiences, **Joe Piazza** and his wife just returned from two months up in Hilton Head on their 70' yacht, several Covid Vaccine stories and points of view, a variety of Health and Sleep conditions, Fishing, the Afghanistan pullout and it's aftermath and WHAT'S going on up in Wash. DC.. Needless to say, those subjects kept the conversations going for quite a while!

Our December Luncheon will be on Tuesday, Dec. 7th and (you may recall) that in December, we invite our wives - OR - lady friends (PLEASE - NOT BOTH) to join us in the spirit of the Holiday Season. However, if you are SOLO, that's fine too, a female companion is not necessary - join us anyway. At our October Luncheon, we took a vote and it was UNANIMOUS - everyone wanted to have our December Luncheon with the Ladies at Shrimper's, so that's what we'll do. If you happen to be in the Stuart, FL area on Dec. 7th, come on over to join us, we'd love to have you. If you are able to join us, please RSVP to me at BobL34997@aol.com a few days ahead of time so that I can get a real good idea of how many will be there so that I can pass the info onto the Shrimper's staff and they can prepare accordingly.

Meanwhile, Wishing you and your family a Happy and Healthy Holiday Season from SE Florida.....

Cheers and Blessings to all for a Happy New Years as well,

Bob

Langevin

(MIAFO,

CLEFO and

ORDFO)



L-R: Duff Daily, Gregg Sternbach, Dick Baese, Jerry Holmes, Ted Osinski, Bob Langevin, Dave Damon and Joe Piazza.



There I Was . . . On the PA/Radio

(Hilarious transmissions or transmissions not meant to be)

Submitted by Dave Fahrenbach

I was F/O on a 727 ANC-SEA flight scheduled for departure at 0100. While monitoring ground control a few short minutes before pushback I heard some conversation about a moose sighting in the vicinity of our departure runway. **Captain Abe Koontz** was in the left seat, and knowing he'd be interested I turned up his volume, so on taxi-out, Abe said, "Tell 'em we want 7R' Ground came back with, "Be advised that departure is over a noise-sensitive area." (Read: most of municipal Anchorage.) Without the slightest hesitation, Abe transmitted, "Be advised this is a moose-sensitive aircraft." We departed on 7R at about ten after one.



Submitted by George Cox

Taxiing out of DEN there was a ground stop for a huge line of TRWs passing through. It was an extended delay so the Capt had me notify the pax. I was new on the Airbus and it had a couple of ways to use the PA. One was with a dedicated handset (recommended by seasoned 'bus drivers) and the other was through the audio control panel (ACP), as long as one had the correct button pressed. I preferred using my headset mic and used the ACP method.

There was a lot of thunder and lightening, and we were being buffeted pretty bad when the "A" called on the interphone that there was a pax in first class that needed to use the blueroom and was it OK?. I pressed the headset PTT button and said "Sure, we'll be here for a while so if he has to pee, he has to pee." Then, the chime went off several times and I immediately knew I still had the PA button selected. **Oops!**

It wasn't all bad though. The "A" called back and said there were a lot of white knuckle pax who were quite nervous with the thunder, lightening and serious buffeting but the *oops* PA lightened up the atmosphere and they had a good laugh. **Lesson learned:** Listen to the seasoned 'bus drivers!



There I Was . . .

(Please Limit submissions to 1000 words)

There I Was . . . Landing in a Blizzard

By Dave White

7 February 2014. I was an ORD-based 777 F/O, reasonably experienced and finally senior enough to be free of the damned back seats most of the time. Since starting as a DC-10 S/O, I discovered that my third circle of hell is watching others do the flying.

Anyway, it was a good trip, ORD-NRT. I was the flying F/O, and it was my leg (yay!). The original Captain had called in sick, so **Dennis Shoemaker** came in from SFO to cover the trip. **Laen August** and **Mike Ferency** were the Bunkies. We also had an LCA on board, who was supposed to give a line check to the original Skipper. Since he had another to do on the return to ORD, he came along as planned.

Completely uneventful all the way, getting to know the Boss. Had never flown with him during my brief time on the 777 in SFO, but seemed like a good guy. Anyway, crew meals, crew bunk, crew changes, and before you know it, we were on the arrival. The forecast and ATIS weather were all quite acceptable, and we expected no more than a turn in the hold at the most.

Sure enough, they sent us to the hold. Surprise! There were several other aircraft stacked up. Check the ATIS, still calling good weather. No explanation from ATC. No evidence of a runway closure. As the time dragged on, the birds below us left to their alternates. We had lots of gas, so we stayed, thinking we would get in soon.

Nope, we timed out. We coordinated a divert to Nagoya, still unsure why we couldn't get into Narita. Short flight to Nagoya, landed and found ourselves with lots of company, including the United flight from Seoul to Narita, who had diverted long before us. We got refueled pretty quickly, but Dispatch informed us that we have at least a three hour wait to get airborne again. We didn't have crew day for much more than that, and sure enough, three hours came and went. No hotels, no transport, no way to get off the bird. Fortunately, the Seoul flight volunteered to switch slots with us so we could go sooner.

Meanwhile, the truth about the Narita weather has been revealed. It's a blizzard, with crosswinds approaching limits and really bad visibility. The reason for our initial hold was that they had been closing runways for snow removal. Nice of ATC to let us know!





So I'm sitting there, fat/dumb/happy, when the SFO Captain says, "Dave, why don't you fly us back to Tokyo?" First thought was that I NEVER turn down a chance to fly. Second thought was that he knows something I don't. I went with the first thought.

So we launch when our turn comes and head to NRT. By now, the weather has really gone to hell in a handbasket. We are all tired, and it's gonna be some kind of not fun to get this thing on the ground. Damn good thing we were flying the Boeing Masterpiece. I briefed the ILS 34L, and in view of the airspeed excursions we were already seeing, told the Bunkie to watch the airspeed. I was going to leave the autothrottles engaged, but would also run the throttles manually if needed, and if he didn't see me reacting to

major fluctuations, he was to yell at me.

As we approached the FAF, in moderate (or more) turbulence, I had another thought: "No way we will be able to land in these conditions." Gonna try anyway! We configured and started down the glideslope. Sure enough, the autothrottle wasn't keeping up with the speed gains and losses very well, and I was moving the throttles a lot, trying not to overcontrol.

As we approached minimums, we could see the runway lights. Well everybody except dummy me, who looked straight ahead at first, forgetting the vicious crosswind and resulting crab. When it was time to trip off the autopilot, I had another thought: "I really don't want to do this."

It was a wrestling match from then on. No finesse, just put the beast where it had to be and don't try to grease it on. Into the flare, still fighting and sweating. Here comes the ground, hold on!

And it rolled on so sweetly that I was more surprised than anyone. An absolute grease job that had all of us going, "What the heck just happened?" I can't claim credit. I didn't have much to do with it--all the vectors randomly aligned two feet off the runway.

After the flight, the flight attendants in the aft galley told me it was so bad back there that they were sure we were going to crash. So sure in fact, that they were doing their silent review of evacuation procedures OUT LOUD. When they felt the gentle touchdown, they had the same reaction the cockpit crew did--"Wait, what?"

The last act of this little play was the ride to downtown Tokyo. (Thanks, Hotel Committee!) The normally 45 minute drive took three hours. We quickly learned that Japanese highways develop speed bumps of ice in blizzard conditions, and we were bouncing along all the way to the hotel. We were all exhausted though, and fell asleep. At one point, I woke up and saw all of my fellow crewmembers, sound asleep, lifting completely off their seats as we traveled away from the Narita Hilton, our former short 15 min ride layover hotel.



There We Were . . . On the Ground with the Cockpit in the Clear But we Can't see the Runway

By John Davis retired 2003 DEN, SFO, LAX, DENTK

When I was Captain on the old rope-start B-747, I got a call from the crew desk asking whether I would be interested in covering a trip from Miami to Buenos Aires. (Isn't that how most of the stories start.) There wasn't really any choice as my number on the reserve list had come to the top. Even though I was not based in MIA, I had been to BA a couple of times and it was a pretty good layover spot.

For some odd reason, all the trips to South America at that time left the States in the middle of the night with early morning arrival at their destination. The weather for our flight was for the typical morning ground fog, as the BA airport sits in a bowl. Dispatch had added plenty of fuel for the rather short (for a 747) 9+ hour flight.

As is typical for flights to South America, we started dodging thunderstorms shortly after leaving MIA, and continued over Cuba. It was only a couple of hours from Buenos Aires that we finally cleared the weather and started to relax with that predawn let down. About 45 minutes from our arrival, we were finally done with the static on the HF radio and were able to contact BA control on the VHF radio to learn that the airport was below minimums in ground fog. After a quick discussion among those of us in the pointed end of the airplane, we decided to continue to BA as we expected the ground fog would probably quickly dissipate.

We were cleared to hold at a fix about 10 miles out on the extended runway centerline. As we were descending, we could see the ground just fine. Fields and trees were clearly visible. As we entered the hold, we had the runway insight, but the weather report was still below landing minimums. That was when I remembered on my last PC that the check airman had mentioned something about a "look-see" procedure. I asked the F/O to look it up in the Flight Operations Manual, and sure enough we could do it in BA.

We briefed the heck out of the procedure, noting that the use of the autopilot was not authorized for the approach. I also made it clear that at any time if someone was not comfortable, we would abandon the approach and wait for the weather to improve. The F/O responded with a "sure thing Captain" while the S/O gave a "whatever" shrug. We asked for and received a clearance for the ILS approach.

It was easy hand flying the approach as the runway was plainly visible.... More like a visual approach rather than an ILS to minimums. As we started down the trees looked more like bushes. That was odd but what the heck. We had the runway in sight at minimums, so we continued. As we got closer to the touchdown zone, the visibility was still good but just a little foggy. Smooth touchdown right on runway centerline.

This is where it gets interesting. Now at touchdown the 747 cockpit is about the height of a 3-story building so as I lowered the nose of the 747, the runway completely disappeared from sight. I quickly brought the airplane to a halt. I looked around. The F/O looked around. We looked at each other. We were sitting in the clear with perfect visibility. We could even see the terminal, but the runway below us was invisible from our perch in the cockpit. No way we could taxi. The F/O called the tower to see if a "follow me" vehicle was available. Nice try, but they were not permitted on an active runway.



After a bit, I noticed that in front of the #1 engine there was a little clear spot. I gingerly increased the thrust on the engine and clear spot increased in size. A little more thrust and hole increased in size again, so I was able to see a runway edge light. That was a good sign as it meant that we were, more or less, in the center of the runway. Just then we got a call from the purser asking what was going on. They could see nothing Not the engines... Not the ground...Nothing. The S/O reported that everything was under control.

Now the rope-start B747 with all the round dials did not have the advantage of a moving map so the only thing we knew for sure was that we were on the runway, probably not too far from a crossing runway that would take us toward the terminal. So, we crept down the runway keeping the #1 engine over the runway lights until there were no lights which meant we had reached the intersecting runway. We made the left turn hoping that we didn't run off into the grass. We again established the #1 engine over the runway lights.

As we proceed toward the terminal, the ground fog dissipated making it easy to taxi. The "follow me" tug met us as we turned into the apron to lead us the last 100 yards. Thanks a lot.

And Another Fog story. . .

There We Were . . . On Takeoff Roll, Breaking Out of the Fog with the Runway End Too Close For Comfort

By Wendell Jelm

You always wonder, when over a hundred people escape injury or death, who sealed the deal. Case in point occurred in the late 70's on a flight ORD-LGA.

We departed the gate one late spring morning and joined the daisy chain on the outer taxiway heading for 9L. The departures were stopped because the RVR was below T/O mins of 400 ft in thick fog.

After about an hour, the RVR came up to 400 ft and departures began. The engineer had given us the T/O card with the usual info including the reduced EPR setting. You may recall that this reduced EPR was used whenever the runway length allowed a longer T/O roll. In theory, reduced EPR extended maintenance intervals on the engines. When we were cleared for T/O the Capt. lined us up and I, the flying pilot, pushed up the throttles and we were on our way.

That day we were flying a 727 stretch, commonly known as the lead sled, it had the long body of the advance but the engines of a standard. My attention was mainly on keeping the nose wheel on the center line as, with that visibility, the centerline lights are going by very quickly. The Capt. had his hands on the throttles and had not yet called V1 when we exited the fog bank into absolutely clear visibility and what to our amazement is right in front of us but the end of the runway with the usual obstructions. Without a word spoken we both pushed the throttles to the limit and I began a slow rotation and just kept coming back until we were airborne.

Thankfully we did not get the tail skid and we were flying. Proceeded to clean up the airplane and the Capt. made the usual radio calls but not another word was spoken.

Leaving 10,000 ft, the Capt. handed the card back to the S/O and he explained it all with the simple question, "WE TOOK-OFF ON 9R DIDN'T WE?" The simple mistake of using numbers for a 13,300 ft runway (9R) rather than the 7800 ft runway (9L) we actually used.

It was a long time ago, we all survived, and no damage resulted, but I don't remember anger with the S/O. I'm not sure he ever realized how close we came. If we had not broken into the clear when we did, I'm sure we would have run off the end at almost full speed. Four hundred (400) ft at that speed would never have given time to react.

I don't know why we all escaped a tragic accident that day but I am grateful to be alive!

There I Was . . . Shutting Down Newark Airport

By George Rayl

Sept 10, 2001 was a beautifully clear day in the Northeast, as some of you might remember. I was a EWR based B757/767 Continental Capt./Check Airman scheduled to start a three-day domestic trip with day 1 being a EWR-LAS flight pushing at 0800. Check-in, preflight and push were normal with a EWR pilot and four IAH F/A's.

We were departing runway 22R and pushed from Terminal C. We were assigned normal taxi instructions that took us just to the East of the FAA control tower which was on the left side of our B757. Just before taxiing past the tower, I thought I saw black smoke and flames coming from the new fire department that was being built north of runway 09/27. This was behind the control tower's normal line of sight as the traffic pattern dictated them to monitor the field looking east.

I immediately asked the F/O if he saw the smoke and fire but he said no as he was clearing traffic off our right. After taxiing past the tower I could see a huge increase in black smoke and now larger flames coming from the rooftop of the under-construction building. Yes, you guessed it.....they were installing an asphalt roof that morning and somehow it caught fire.

I asked the tower if anyone had reported "the active fire on the new fire station north of runway 27" and the immediate response was "No" but you could hear, via ground control frequency, the fire bell going off from within the tower followed by all sorts of communication and confusion as they looked behind them and saw what was happening. They immediately said "all EWR taxiing traffic stop and hold your position; EWR airport is now closed and all airborne traffic continue your instructions for now; airplane on final go-around".

The current fire station at EWR was under the control tower we were next to so I had a great view of seeing the doors coming open and three fire trucks scrambling out with lights and sirens on.

After crossing the runway and approaching the new construction site they stopped (as there was a eight foot construction fence built around the building), raised their foam/water cannons to douse the fire actively spreading on the roof....smoke was very black and thick at this time.

Unfortunately, the fence was at a distance from the roof/fire and their streams of water/retardant fell short. Ok, now they needed to get through/around the fence to get closer. I had a wonderful view of everything except how they got through, as it was all ground level and there were construction vehicles and material partially blocking my view. After what seemed a rather long time, but probably 45-60 seconds, the streams of water/foam started up again and the fire was brought under control fairly rapidly.

Now the problem was Crash, Fire and Rescue (CFR) capabilities for the airport. It seems the three fire engines had expended all their retardant or they were below the minimum level the regulations required to operate a safe and functioning response to any other emergencies on the airport. So EWR was STILL closed but now because of insufficient CFR ability.

As the fire was contained, fire engines were sent back to the current fire station, replenished with required material and NOW Newark was safe to reopen for commercial aviation. As we were closest to runway 22R, we were given taxi instructions first and the first aircraft to depart EWR after an hour delay.

The trip to LAS was routine but we had some good conversations about what we had seen and the F/As and passengers obviously wanted more information on what we saw. After arriving in LAS I found out our IAH F/As had been assigned another flight for the next morning and we would depart with a new F/A crew later in the day.

The following morning (9-11-01), I awoke about 0400 local and started doing some union grievance work as I was the CO pilot grievance chairman. About 0800 I walked up to the hotel restaurant for breakfast when I saw our F/As from yesterday coming back out of the lobby, apparently to their new rooms. I asked the obvious question, why they weren't on their assigned flight going back to IAH. They were upset and somewhat agitated and said "Don't you know what is going on?.....the Twin Towers in New York City were hit by airplanes and are falling down". This made no sense to me so I entered the hotel lobby and witnessed on multiple TVs the replaying of the Twin Towers being on fire and then collapsing.

I immediately tried to call my wife...yup, no cell phone service on the East coast (I lived in New Jersey) so I called my twin brother in CA (that call went through). He was a United pilot based in SFO to let him know I was ok and tried to get more information from his perspective. He was worried as he thought I may have been on the flight that was reported to have just crashed in PA.

The next several days, most of you can recall, was extremely confusing and frustrating trying to understand what actually happened and why. When was the US airspace going to open up? How were we going to get home and when, etc.? What about the families of the almost 3,000 casualties?

We had multiple crews from EWR, IAH, LAX and CLE at the hotel so we spent most of Tuesday afternoon, Wednesday and Thursday at the pool trading information, listening to new rumors, and just trying to cope with this tragedy. Of course, trying to call Continental scheduling was impossible and they didn't start updating the computer until Thursday. Late on Thursday I found out I was scheduled to deadhead on Friday at 1100 LAS-EWR on a 737.

On Friday, when having breakfast at the hotel I saw an EWR 737 crew I knew and asked what was happening to them. They were deadheading back to EWR on a 1300 flight. I had noticed that our scheduled flight had F/A names but no pilot names assigned. So I asked if they would come to the airport early and maybe be prepared to fly the plane back if no other pilots showed up. Good thing that happened as no other pilots ever did show up so we were finally able to get 30 customers and ourselves back home.

As an FYI...we also didn't have the required number of F/As to crew the 1100 flight back to EWR so I went into the terminal and was lucky enough to find a deadheading F/A to work our flight home.....but that is part of another story.

<https://nypost.com/2001/09/11/big-blaze-at-airport-firehouse-burns-up-newarks-schedule/>



There I Was . . . With a Crew Desk Christmas Morning Miracle

By Capt Gary Robbins

In December 1985, I was sitting reserve as a B-727 Second Officer in Seattle. Reserve wasn't my first choice, but I was finally living and working in the same town which was quite an improvement in my life. I was fine with twelve days off each month.



December was an odd month for us in the Pacific Northwest that year. The weather pattern transformed from the typical dreary rain with occasional snow, fog, or sometimes even a touch of spirit-lifting sunshine, into a straight miserable constant cold fog for days. Many days. So many days that we lost track of the constant traveling misery for everyone. KSEA (Seattle-Tacoma International Airport) was below landing minimums most of the time for over a week – maybe close to two weeks. We often suffered true W0X0F (Indefinite ceiling, zero visibility due to fog) periods when we didn't even have takeoff minimums. I don't think there were Cat-III landings on any United aircraft in those days, certainly not on the 727, so we all kept hoping for an RVR (Runway Visual Range) of 1,200 feet or more but that only happened about one or two hours each day...on a good day.

The weather disruptions had taken a toll on the aviation professionals. Flight crews suffered cancellations and reassignments around the clock. Reserves received Crew Desk calls almost every day. Airport agents were under constant harassment from angry passengers, unable to get to where they wanted to go. Many trips to the airport went wasted in futile attempts to escape this Northwest misery for employees and customers alike. I was stuck in Denver for two extra days following my five-day CLR (Command Leadership Resource) class only a week before Christmas, thus awarding me seven points on the Cherry Creek Inn frequent stay program as well as at Boyle's ALPA Bar and Grill valued customer program. This lousy weather was very much like the Great London Smog of 1952. It was getting on everyone's nerves.

In those days, my wife and I had a family tradition of going to downtown Seattle on Christmas Eve, look around, and enjoy the sights and sounds of Christmas to get into the mood for Santa's big visit that night. I was home and on-call as number 1 on the 3-day list on December 24th. Knowing I had plenty of time to make a callout, I grabbed my trusty Motorola pager, brown uniform, and flight gear and then took my bride to the city to enjoy this Seattle tradition. At 10 a.m. we made our way up Interstate-5 through the murky fog with an RVR that varied from 300 to 1,200 feet, arrived safely, and parked in an underground garage. Above ground, the dense fog icily enveloped all who dared trod the streets. Most people seemed to have smiles on their faces, but many folks appeared frantic as they rushed to complete their Christmas shopping. We had finished our Christmas shopping long ago, so this was a peaceful and relaxing day for us. One can expect nothing less from a conscientious pilot family.

We lingered at festively decorated store windows, had a scrumptious lunch with peppermint hot chocolate, and bought a few last-minute trinkets and doodads. Then we listened to a guy in a tuxedo with a red bowtie pounding out Christmas carols on the Steinway 88 in Nordstrom's until our Christmas Music Overload lights illuminated. After Noon, the crowds began to thin so by 2 p.m. we had many stores to ourselves. I assumed I'd get a hook from the Crew Desk somewhere along the way and, not to be disappointed, I received a page to contact the Crew Desk that afternoon. Armed with some quarters, I called from a Clark Kent telephone booth and, indeed, a 2-day trip eastbound was in my schedule with a 7:30 AM report time. Bummer! Another trip on Christmas. But wait, thanks to being stuck in Denver for two days, I had adjusted scheduled days off for the final five days of the month. It was easy to remain upbeat.

With the RVR now varying from 400 to 1,600, we drove home just before dark and in time for happy hour. We put together a nice Christmas Eve dinner and then opened a few gifts, but our main Christmas celebration would need to wrap-up on the 27th. We tucked ourselves in early, hoping for visions of sugar plums at the very least. But my only dreams were about being late for a trip to a place I'd never heard of, on an aircraft I'd never flown, and out of an airport I couldn't find. The guy that assigned me this trip claimed to work for United, so I never figured out why I was walking aimlessly, carrying a gym bag, and wearing a green Air Force flightsuit instead of a brown United uniform.

I was dead asleep when the telephone rang just before 4 a.m. Oh crapola, this can't be good. Fearing a death in the family, I was actually hoping it was the Crew Desk and not the police. I fumbled for the nasty corded instrument beside me and answered with a squeaky, "Hello." I dreaded what would be said next.

"Wake up! This is the Crew Desk. Your flight is cancelled due to fog. Go back to sleep. Merry Christmas!"

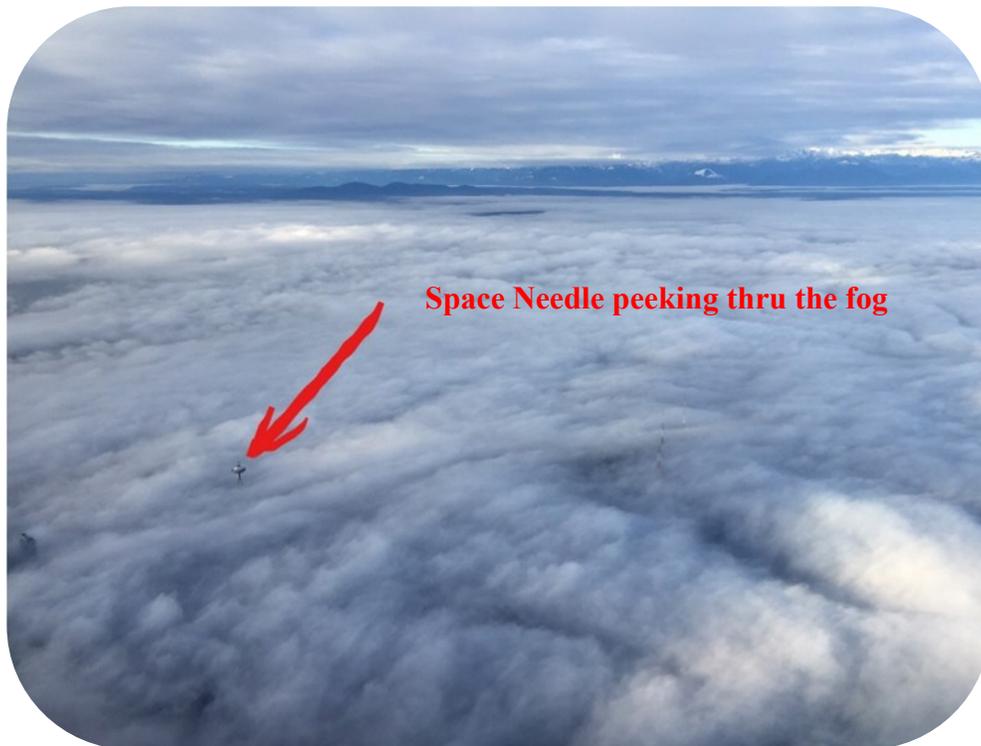
Those five very simple sentences were difficult to comprehend in my sleep-addled brain. I think I said, "Merry Christmas to you, too", but I'm not sure. Then the crewman hung up leaving me dazed, confused, and with a dial tone in my ear. That call lasted less than ten seconds.

I sat fully upright, rubbed my eyes, and looked around the dark room. What the heck just happened? My wife mumbled, "Was that the Crew Desk?"

"Uh...yeah. ...My trip is cancelled. ...Darn, I was supposed to be in Chicago tonight and planned to go to Millers for Christmas dinner... Wait! This is a good thing! How did that happen?"

My wife said, "Maybe Santa came. Just go back to sleep and worry about it later."

I sighed and wondered if I was dreaming. Then I gradually eased down under the covers and drifted back to sleep while visions of sugar plums gleefully bounced off the tops of towering cumulus clouds glowing with the mauve and cerise colors of a tropical sunrise. It was a Christmas miracle, courtesy of the Crew Desk. Those guys are alright, after all.



**Season's
Greetings**

Articles



Cancers Strike US Fighter Pilots, Crews at Higher Rates, Air Force Finds

Nearly 30% higher likelihood of testicular cancer and roughly 25% for skin and prostate cancer, according to the military's most comprehensive study yet.

BY TARA COPP

SENIOR PENTAGON REPORTER, DEFENSE ONE OCTOBER 24, 2021

<https://www.defenseone.com/threats/2021/10/cancers-strike-us-fighter-pilots-crews-higher-rates-air-force-finds/186324/>



U.S. Air Force fighter pilots and crew members are far more likely to be diagnosed with certain types of cancers than their fellow airmen, according to the most comprehensive military study to date.

The study is the first confirmation of a connection long suspected by fighter aviators who saw their peers contracting some cancers at concerning rates. [Earlier, studies had proven inconclusive.](#)

The study also identified at least one airframe—the F-100 Super Sabre—whose crews faced higher rates of almost all types of cancer compared to both their non-flying fellow airmen and the general population.

The 2021 study, "[Cancer Incidence and mortality among fighter aviators](#)," was conducted by the Air Force Research Laboratory's 711th Human Performance Wing. It tracked every airman who had recorded more than 100 flight hours in an Air Force fighter aircraft from 1970 to 2004.

The study found a total of 34,679 "fighter aviators": fighter pilots and weapons systems officers. Their cancer rates were compared to 411,998 Air Force officers who did not fly fighter aircraft and were on active duty for at least one day from 1970 to 2004.

Compared to their non-fighter peers, the study found, fighter pilots and their crew were 29 percent more likely to be diagnosed with testicular cancer; 24 percent more likely to be diagnosed with melanoma; and 23 percent more likely to be diagnosed with prostate cancer.

When compared to the general U.S. population, fighter aviators were 13 percent more likely to be diagnosed with non-Hodgkin lymphoma, 25 percent more likely to be diagnosed with melanoma, and 19 percent more likely to be diagnosed with prostate cancer. The study also found that the fighter aviators had similar rates of other types of cancer, such as brain cancer, compared to non-flying Air Force officers. And compared to the general U.S. population, they had lower rates in several categories, including renal, thyroid, and urinary cancer.

"Current and former fighter aviators are encouraged to discuss this report with their flight surgeon or primary care provider, including such topics as ultraviolet radiation protection and its impact on vitamin D, lifestyle approaches to cancer prevention, and screening for melanoma skin and prostate cancers," said Maj. Brian Huggins, a preventive medicine consultant with the 711th Wing.

The study represents the deepest dive to date on a question that continues to surface among the military aviation community: Did their military flying careers cause the many cancers they now see among the men and women they flew with?

"We're about to graduate out of the era of 'We think this deserves a study, and we think that cancer incidence rates and mortality are higher among military aviators, but no one's paying attention.' That was 2017, 2018, and 2019. Here in 2021, we have this study. And the Air Force is talking about it out loud," said Vince "Aztec" Alcazar, a former F-15E Strike Eagle pilot who now leads the aviator medical issues committee for the [Red River Valley Fighter Pilots Association](#), a private veterans support organization.

The Air Force study also looked at a few specific fighter airframes to compare rates of incidence between those crews and non-flying personnel. However there were limitations. The study only singled out four Vietnam-era warplanes, the F-100, F-4, F-105 and RF-4, to look specifically at those crews' cancer rates, even though the study covers all fighter jets flying through 2004, such as the F-16 and F-15.

Earlier Air Force reports have found cancer clusters among [F-15E Strike Eagle](#) and [C-130 aircrews](#) but the new study did not single out those aircraft.

Still, among those Vietnam-era planes, there were striking findings, particularly for the F-100 Super Sabre, the nation's first supersonic warplane.

"Male fighter aviators who flew the F-100 had greater odds of being diagnosed and dying from colon and rectum cancer, pancreas cancer, melanoma skin cancer, prostate cancer, and brain cancer. They also had greater odds of being diagnosed and dying from thyroid cancer and non-Hodgkin lymphoma, despite similar odds of diagnosis," the study found.

Crews who flew the F-105 and F-4 also showed higher rates of testicular, melanoma, and prostate cancer.

A larger, Congressionally-directed cancer review is also underway. Run by the Defense Health Agency, or DHA, the study is looking at aviation community rates of cancer across all military branches, not just the Air Force. Initial results are expected by year's end, said a spokesman for Sen. Dianne Feinstein, D-Calif.

The DHA study kicked off after Feinstein got language included in last year's defense bill that required the Pentagon to determine whether service members involved in any part of military aviation, whether a pilot, navigator, weapons officer, carrier deck crew or flight line crew have higher rates of cancer than the general U.S. population.

If the DHA study does find higher rates of cancer for the aviation community, the legislation requires Defense Secretary Lloyd Austin to launch a deeper, and much-more-difficult-to-execute study. That study would look for causes, such as whether cockpit emissions may be linked, or contact with fuels, solvents, radars or other environmental factors. It would also calculate rates of cancer by type of aircraft flown and locations served. Finally, it would set recommendations for the age at which cancer screenings should begin for those service members.

Feinstein and other lawmakers [filed legislation](#) to address aviator cancers after a number of former [fighter pilots spoke out](#) last year about the high rates of cancers and cancer deaths they were seeing among their ranks.

One of the initial leaders of that outreach was Thomas "Boot" Hill, a former F-4 and F-14 Navy pilot who served as the commanding officer of Strike Fighter Squadron 143 and air boss aboard the aircraft carrier Washington.

After several fellow aviators got sick with cancer, Hill started compiling an Excel database of every [Tomcat pilot or commanding officer](#) he could verify who had either been diagnosed with or died of cancer. He then expanded it to all Naval aviation airframes.

Hill started with the year 1985 and got as far as 2001. He found that those naval aviators were three to five times more likely to be diagnosed with cancer than the general population.

The Air Force study and the larger service-wide study expected later this year "means a lot," said Hill's daughter Lauren Farrelly, her voice breaking. "It means it wasn't all in vain, it wasn't just him sitting, you know, doing a spreadsheet. It gives us some comfort knowing this is something that will continue to be fought for."

Hill, 69, [died nine days ago](#), after a decade-long battle with esophageal cancer. In his 23-year Naval aviation career he flew more than 3,600 hours and made 960 carrier landings.

"My two boys want to be just like him," Farrelly said.

How Much Water Do You Actually Need?

By Christie Aschwanden/The New York Times



Here's how to know when you truly need to hydrate.

If you've spent any time on social media or visited an athletic event lately, you've surely been bombarded with encouragements to drink more water. Celebrity influencers lug around gallon-sized water bottles as the hot new accessory. Twitter bots constantly remind us to make more time to hydrate. Some reusable water bottles even come emblazoned with motivational phrases — “Remember your goal,” “Keep drinking,” “Almost finished” — to encourage more drinking throughout the day.

The purported benefits of excess water consumption are seemingly endless, from improved memory and mental health to increased energy to better complexion. “Stay hydrated” has become a new version of the old salutation, “Stay well.”

But what, exactly, does “stay hydrated” mean? “When lay people discuss dehydration, they mean loss of any fluids,” said Dr. Joel Topf, a nephrologist and assistant clinical professor of medicine at Oakland University in Michigan.

But that interpretation “has been completely blown out of proportion,” said Kelly Anne Hyndman, a kidney function researcher at the University of Alabama at Birmingham. Staying hydrated is definitely important, she said, but the idea that the simple act of drinking more water will make people healthier isn't true. Nor is it correct that most people are walking around chronically dehydrated or that we should be drinking water all day long.

From a medical standpoint, Dr. Topf added, the most important measure of hydration is the balance between electrolytes like sodium and water in the body. And you don't need to chug glass after glass of water throughout the day to maintain it.

How much water do I really need to drink? We've all been taught that eight 8-ounce glasses of water per day is the magic number for everyone, but that notion is a myth, said Tamara Hew-Butler, an exercise and sports scientist at Wayne State University.

Unique factors like body size, outdoor temperature and how hard you're breathing and sweating will determine how much you need, she said. A 200-pound person who just hiked 10 miles in the heat will obviously need to drink more water than a 120-pound office manager who spent the day in a temperature-controlled building.

The amount of water you need in a day will also depend on your health. Someone with a medical condition like heart failure or kidney stones may require a different amount than someone taking diuretic drugs, for example. Or you may need to alter your intake if you've been ill, with vomiting or diarrhea.

For most young, healthy people, the best way to stay hydrated is simply to drink when you're thirsty, Dr. Topf said. (Those who are older, in their 70s and 80s, may need to pay more attention to getting sufficient fluids because the thirst sensation can decrease with age.)

And despite popular belief, don't rely on urine color to accurately indicate your hydration status, Dr. Hew-Butler said. Yes, it's possible that dark yellow or amber urine could mean that you're dehydrated, but there's no solid science to suggest that the color, alone, should prompt a drink.

Do I have to drink water to stay hydrated? Not necessarily. From a purely nutritional standpoint, water is a better choice than less healthy options like sugary sodas or fruit juices. But when it comes to hydration, any beverage can add water to your system, Dr. Hew-Butler said.

One popular notion is that drinking beverages with caffeine or alcohol will dehydrate you, but if that's true, the effect is negligible, Dr. Topf said. A 2016 randomized controlled trial of 72 men, for instance, concluded that the hydrating effects of water, lager, coffee and tea were nearly identical.

You can also get water from what you eat. Fluid-rich foods and meals like fruits, vegetables, soups and sauces all contribute to water intake. Additionally, the chemical process of metabolizing food produces water as a byproduct, which adds to your intake too, Dr. Topf said.

Do I need to worry about electrolytes? Some sports drink ads might have you think you need to constantly be replenishing electrolytes to keep their levels in check, but there's no scientific reason for most healthy people to drink beverages with electrolytes added, Dr. Hew-Butler said.

Electrolytes like sodium, potassium, chloride and magnesium are electrically charged minerals that are present in the body's fluids (like the blood and urine) and are important for balancing the water in your body. They're also essential for proper functioning of the nerves, muscles, brain and heart.

When you become dehydrated, the concentration of electrolytes in your blood rises, and the body signals the release of the hormone vasopressin, which ultimately reduces the amount of water that's released into the urine so that you can reabsorb it back into your body and get that balance back in check, Dr. Hyndman said.

Unless you're in an unusual circumstance — doing very intense exercise in the heat or losing lots of fluids from vomiting or diarrhea — you don't need to replenish electrolytes with sports drinks or other products loaded with them. Most people get enough electrolytes from food, Dr. Hew-Butler said.

But drinking more water, even when I'm not thirsty, will improve my health, right? No. Of course, people with certain conditions, like kidney stones or the more rare autosomal dominant polycystic kidney disease, may benefit from making an effort to drink a little more water than their thirst would tell them to, Dr. Topf said.

But in reality, most healthy people who blame feeling ill on being dehydrated may actually be feeling off because they're drinking too much water, Dr. Hyndman speculated. "Maybe they'll get a headache or they'll feel bad, they're thinking, 'Oh, I'm dehydrated I need to drink more,' and they keep drinking more and more and more water, and they keep feeling worse and worse and worse."

If you drink at a rate beyond what your kidneys can excrete, the electrolytes in your blood can become too diluted and, in the mildest case, it could make you feel "off." In the most extreme case, drinking an excessive amount of water in a short period of time could lead to a condition called hyponatremia, or "water intoxication." "This is very scary and bad," Dr. Hyndman said. If the sodium levels in your blood get too low, it can cause brain swelling and neurological issues like seizures, coma or even death.

In 2007, a 28-year old woman died of hyponatremia after reportedly drinking nearly two gallons of water over three hours while taking part in a radio station's "Hold Your Wee for a Wii" contest, which challenged participants to drink water and then go as long as possible without urinating. In 2014, a 17-year-old high school football player in Georgia died from the condition after reportedly drinking two gallons of water and two gallons of Gatorade.

The condition has become common enough among exercisers that when someone collapses during a race, responders are trained to consider hyponatremia, Dr. Topf said. Though developing severe hyponatremia is rare for most healthy people.

How do I know if I'm hydrated enough? Your body will tell you. The notion that staying hydrated requires complex calculations and instantaneous adjusting to avoid dire health consequences is just bunk, the experts said. And one of the best things you can do is to stop overthinking it.

Instead, the best advice for staying hydrated, Dr. Topf said, is also the simplest: Drink when you're thirsty. It really is that easy.

United Airlines Adjusts Partnership with Hertz and Ends Free Status Match



The airline axed its partnership with [Hertz](#) on Oct. 31st, 2021. Members will no longer be able to earn the airline's Premier elite status with Hertz car rentals. A spokesperson for United confirmed it.

United Airlines will adjust its MileagePlus loyalty program.

"We continue to evaluate and update cardmember benefits and remain committed to providing rewards that add value to the travel experience – while our Hertz status benefit is ending, we're working on adding a new, comparable car rental benefit soon."

Historically, United's partnership with Hertz has awarded Premier Platinum and Premier 1K members with a free status match to Hertz's top-tier President's Circle. Premier Golds and Silvers received mid-tier Five-Star status.

Also, primary cardholders of United Club Infinite Card and legacy United Presidential Plus Card can no longer benefit from the complimentary President's Circle status.

Premier Members Who Have Reached the Status Don't Need to Take Action

As for Premier members who have already matched their status, they can continue to receive benefits from Hertz until December 31st, 2022; they don't need to take any action to maintain the status.

Besides, United MileagePlus Members and Chase co-branded credit cardholders used to receive bonus miles, provided they credited their Hertz car rentals to United's loyalty program. This bonus ranged between 500 and 1,250 miles per rental for regular members. It was not instantly clear whether this benefit would be cut, too.

Some United Premier Members will regret losing access to Hertz's top-tier status, as they can no longer receive guaranteed upgrades, accelerated points earning, plus more car choices for Hertz rentals.

United Will Start a New Car Rental Partnership

United has announced that they'd introduce a new car rental partnership soon, though. Only one major airline partner will remain with Hertz after losing United Airlines: Delta. The Atlanta-based airline continues to offer its Medallion members free status matches with Hertz. Medallion Gold members can match to Five-Star status; Diamond and Platinum members can match to top-tier President's Circle status.

To benefit from this status match, people can go to the [Hertz](#) page on Delta's website and enter Hertz credentials and SkyMiles. It might take a few days to match the process, but people will be entitled to take advantage of the full range of Hertz's elite status.

What's more, primary cardholders of American Express's The Platinum Card® will get specific benefits when they use a corporate code that they can find at [Hertz](#). Some advantages include a four-hour grace period on returns, an additional complimentary driver, and free upgrades.

<https://news.ivisa.com/united-airlines-adjusts-partnership-with-hertz-and-ends-free-status-match>



Celebrating employees like never before

Have you heard the big news? United employees were just awarded \$1,000 each!



Scott surprised everyone today and announced that all active employees will receive a special award of \$1,000 this year, for their exceptional work during 2020.

“The pandemic tested us all like never before, but your perseverance, commitment and hard work are the things that really helped United emerge on the other side as a better, stronger airline,” said Scott. “We appreciate the things you did to support our customers and one another during the crisis and hope you find a way to put this extra cash to good use before the holidays.

Thank you once again for showing that we’re stronger when we are united.”

Scott’s exciting news was livestreamed from Hangar X in IAH during the annual United 100 celebration. He was joined by Human Resources and Labor Relations EVP Kate Gebo, Chief Customer Officer and EVP Toby Enqvist, who announced that every United employee is a 2020 United 100 winner.

“Being named a United 100 winner is one of the highest honors an employee can receive,” added Kate. “Each year this recognition is only given to one hundred employees who truly embody our core4 values. We couldn’t just select 100 winners for 2020 as each one of our employees truly went above and beyond to take care of each other and our customers during this difficult year.”

One hundred employees were invited to accept the award on behalf of the entire organization, and they erupted into applause after hearing all the news.

Our first all-Aviate pilot class

We’re proud to welcome our first all-Aviate class of new hire pilots to United. This week, 50 new-hire pilots, who were previously Aviate participants, were recognized at the Flight Training Center.

“This is truly a momentous occasion – a memorable occasion – for United Airlines for to have a basic indoctrination class with nothing but pilots from our Aviate program. We hope to get to a point where this is a common occurrence every week where we’re starting a class of 50 pilots,” said DEN Flight Training Managing Director Captain Marc Champion.



Aviate & Pilot Strategy Managing Director Captain Curtis Brunjes, Managing Director and System Chief Pilot Captain Mary Ann Schaffer, Marc Champion and representatives from the Air Line Pilots Association (ALPA) welcomed these new hires with excitement and shared United’s vision for the future of Aviate and our pilots.

Our commitment to hiring the best pilots in the industry is at the forefront of our efforts, and we’re just getting started. As we celebrate this -Aviate class and welcome them to United, we are certain Aviate will continue to be the most direct path to United and an integral part of United’s pilot hiring efforts. We expect this will help us reach our goal of hiring more than 10,000 pilots by 2030.

Congrats, new hires!

Letters

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

Ross “Judge” Frazier – Elko, NV

Everyone usually says how many years since they last set the brakes and ended their career as a UAL pilot. I’ll just say it seems like a long time ago.

Like others, I saw a multitude of changes during my career. Most all of us in my group were multiple tour Vietnam vets and in our thirties.

United was gearing up for a huge expansion into the pacific and was hiring pilots and buying airplanes. In our pre-hire interview, we were told by an LAX Flight Manager that we’d make captain in ten years. What we didn’t know about the vagaries of the airline business could fill books.

I had to go through ground school twice. My first airplane was the B-720. I was packed up and ready to drive to SFO when I was called in. My 720 seat was cancelled and I started over from scratch on the 727.

I’d been on the line for about a year, and loving it, when the world turned. United didn’t get the pacific route awards and started dumping pilots faster than you could blink your eyes. Like others, I became a commuter to ORD, sharing an apartment with seven others while we watched wave after wave of furloughs. I was never furloughed, but did spend over a year in the bottom one hundred of the seniority list. I had taken a reserve commission and was still flying but a lot of the furloughed pilots never came back. When fifteen years rolled by, we were still riding sideways.

**“OUR RETIREMENT PROGRAM IS
THAT YOU CAN RESIGN WHENEVER
YOU WANT TO.”**



I grabbed a DC-8 bid and liked it much better than the jump seat on the Guppy. Finally, things began to move, and I got a F/O seat on the Guppy in SFO. From there to one of the early classes on the 767. At long last I got the hat and a handshake and a Cross pen to sign the release.

My career was just a little over twenty-eight years before I set the brakes on the 767 for the last time, hit sixty and bailed out. Age has a way of creeping up on you and old age is not for sissies.

On the down side, I managed to completely destroy the rotator cuff in one shoulder and twice tore it in the other. On the up side, no broken bones and the prostate cancer is under control.

I live in the Assisted Living section of a nursing home and it’s not too bad. Of course, we spent all of last year in quarantine which meant we were basically confined to our room. Meals were served in our room. It was like solitary confinement in a super-max prison.

This year we’re still in quarantine so no visitors are allowed but we’re back in the dining room for meals. Everyone has been vaccinated, we’ve had booster shots, and no residents have had the nasty virus.

Now in my mid-eighties, a lot of my friends and pilots I enjoyed flying with are gone or, like me, don’t get out much anymore.

RUPA is very important and the *RUPANews* is what keeps many of us old folks connected. My sincere thanks to those who make it all possible.

Fair Winds and Following Seas brothers.

Judge

Bill Treichel – Green Valley, AZ

I have now completed 86 orbits of the sun. I’m really tired. Still volunteering at the Pima county sheriff’s department and the American Legion and playing bad golf.

Healthy and happy living in Green Valley Arizona.

Bill

DCA-YIP-ORD- DEN-LAX (MOSTLY DEN)

Cort de Peyster – Reno, NV

With 657,000 hrs. on this old airframe, it had to go in for some rework on the dorsal fin area recently.

Aside from that, it has been a good year, albeit no annual trip abroad and confined to the good old USA for mini-vacation trips.

Still flying for XOJET, a 135 charter operation. It's also been a pleasure helping brother and sister aviators who are not ready to hang up their wings and pursue their passion beyond age 65, through advice on the process.

Was humbled last month to be invited to the "winging ceremony" by two former XOJET colleagues. They were upgrading to Captain at UNITED and asked that their wings be presented by this washed up, old has-been.

UAL request the old uniform be worn, so out of mothballs it came. It even still fits....sorta.

The event was held at DENTK. It was interesting to see the old campus after a 15 year hiatus and reminisce about all the training events and PCs over that now-distant career, in another life.



Thank you to all the fine people, Pres. Don Wolfe, V.P. Dan Petrovich, Sec /Tr. John Rains, and of course our fantastic editor, George Cox, who keeps RUPA fun and informative for all of us Ruparians.

Also congratulations and job well done to past RUPA president, John Gorczyca, as he passes the torch.

Until the next circuit, all the best to old friends and colleagues for 2022.

Cort de Peyster

DCA ORD SFO - 1968-2006



In Memoriam

RUPA members who have Flown West

Ernest Lester "Les" Eaton



Les passed away on October 13th, 2021 in Holy Cross Hospital in Fort Lauderdale, FL. While recovering from an infection, he suffered a fatal heart attack. He was 88 years old.

Born and raised in Atlanta, Georgia, Les graduated from Georgia Institute of Technology in 1957 with a Bachelor's Degree in Chemical Engineering. He played baritone in the Georgia Tech Yellow Jacket Marching Band and joined Phi Delta Theta Fraternity.

Les served his country in the ROTC at Georgia Tech, then joined the United States Army after graduation. After leaving active duty, he continued in the Army Reserve. Les was awarded the Meritorious Service Medal (MSM) in 1985, and ultimately retired as a Lt. Colonel.

After joining the Army Reserve, Les became a jet engine and rocket design engineer at Pratt and Whitney Aircraft. He decided, though, that he would rather "fly them than build them" and went on to fulfill his lifelong dream to become pilot. He flew for United Airlines for nearly four decades, rising to the level of Captain, until his retirement in 2001. Since then, Les continued to explore the world, continuing to pursue his love of travel.

He became a member of the Hill Society of Georgia Tech establishing the Ernest L Eaton Scholarship Endowment in the College of Engineering which provides support for financially challenged engineering students, preferably working their way through school in the co-op program as Les had to do to make ends meet. His philanthropy will continue for many students in years to come with the legacy gift he has left to fund his Scholarship Endowment.

Les always had a smile and kind words for everyone. His magnetic personality will be missed by all who knew him.

Because of COVID concerns, no service is planned at this time.

James “Jim” A Broderick

November 5, 1923 - October 17, 2021



Our Father, James Aloysius Broderick passed peacefully in his home in Littleton Colorado on Sunday, October 17, 2021, he was 19 days shy of his 98th Year. He was surrounded by his loving Family both in Body and Spirit. He will always be remembered and

his legacy will continue to live on in the hearts of his children, Grandchildren and Great Grandchildren.

Dad lived an extraordinary life guided by three strong tenants FAITH, FAMILY and being a PROVIDER.

Dad’s life-long love of flying began in the 1930’s when he would ride his bike out to Chicago’s Midway Airport to “watch the planes come in.” He built model airplane kits which in turn led to powered free flight models. At the age of 16 he won the Wakefield Trophy in an international free flight competition in Toronto Canada.

When he enlisted to serve in World War II, he flew with the US Army Air Corps, and he joined the 33rd Photo Reconnaissance Squadron at the age of 19. He flew his beloved P-38; which was a one man-unarmed photo reconnaissance plane. He was shot down near Normandy, France prior to D-day, however; dad still insists that he did not think it was a bullet that caused engine failure but a mechanical failure.



Our dad met the love of his life, Collette Marie Clifford, on the South side of Chicago in 1951. On Sept. 14, 1952 they were married in an Irish Catholic neighborhood Church in Chicago, Illinois, honeymooned in Colorado, and two years later they moved their family to Denver circa 1954.

In 1961 Collette and Jim became members of St. Mary’s Catholic Church, and sent all of their seven children to St. Mary’s Elementary. Dad was hired by United Airlines circa 1951 and his flight career spanned 35 years to his retirement in 1986.

Dad’s career as a Pilot for United Airlines relegated most of the child-rearing to our Mother, an only child herself, and a woman who raised us as a close knit, sometimes raucous bunch who learned at an early age the art of deep love, forgiveness, honesty, and teamwork amidst hurt feelings, fights and not getting what you wanted. Even today, as we look at the unique people that Dad’s and Mom’s children have become, we know it was our Mother’s unconditional nurturing and love combined with our Fathers’ love and loyal commitment to provide, that got us exactly what we needed to grow and thrive.

Dad instilled a joy of travel, exploration, and love of the outdoors in all of us. His legacy remains in the vivid memories we have of skiing in the Rocky Mountains, camping and fishing at Taylor Reservoir and hiking and backpacking throughout Colorado, and ultimately exploring the world. We all vividly recall the manner in which Dad prepared for outings, especially the technical drawing he engineered, which was affixed to the haul trailer, which served as his packing map, always followed to a tee to ensure all the family’s equipment/supplies were packed. Dad’s favorite vacation spots were the Kauai and Maui islands, since he had charted these familiar waters numerous times, it offered him solace and a place where he could truly relax.

Dad’s passion for flight continued way past his retirement. He continued constructing model gliders and motorized planes that he would fly near Jackass Hill. On more than a few occasions, he met new neighbors while retrieving his planes from nearby roofs and backyards; all labeled JAB with his phone number.

Our father, James Broderick, modeled and lived an honorable, steadfast work ethic for his entire life, he was fiercely independent, had a radiating smile, and was passionate with an integrous heart. He was strategic, yet pragmatic with a wry wit when he loosened up and trusted you.



The [33rd Photo Reconnaissance Squadron](#) emblem. The 33rd was a redesignation of the original [24th Observation Squadron](#).

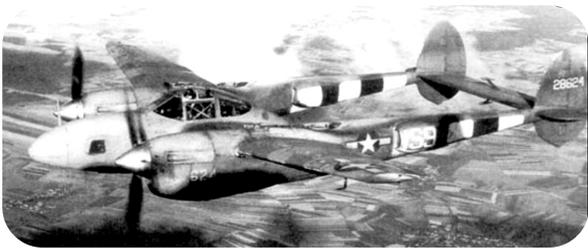
Our mother, Collette Marie, had passed away on Valentine's Day in 2006, however, she had been very much present for the last five days of our dad's transitioning. A sticky note, placed on a picture of our mom, on Dad's dresser read, "The Presence of your Absence is Everywhere" by Edna Vincent Millay. We know that our mother was there to greet Dad on the evening of October 17th and as one of his Granddaughters said "Collette will be so excited to see him again."

Dad we love and miss you and all deeply feel, "The Presence of Your Absence is Everywhere."

In lieu of flowers, donations may be made to: [Agape Healthcare Foundation](#) 6041 S Syracuse Way Suite 220, Greenwood Village, CO 80111 or call #(720) 482-1988 in James' name and memory.

Editor's Note. Jim was also a member of the [Caterpillar Club](#). And, for the P-38 experts out there, per an article Jim wrote for *33rd PRS Online*, the aircraft he bailed out of 4 mi ESE of Bayeux, France, was actually an F-5E Lightning s/n [#43-28581](#), the photo reconnaissance version of the P-38 Lightning. However, "P-38" it typically used in conversation as so as not confuse the photo "F-5" with the [Northrup F-5](#)

Thank you to Denver's **Tom Johnston**. He did the footwork to find the Good ol' Pilots luncheon article where Jim spoke. It was Dec. 2017 and you can read it [here](#) on page 24 of the Feb 2018 *RUPANEWS*.



Lockheed F-5E



Northrup F-5E

Robert "Bob" W Kelly



Bob Kelly, 85, died suddenly, but peacefully, on Oct. 2, 2021, at his cabin on Big Sand Lake in Phelps, Wis.

First as a Navy pilot and then a 32-year-career as a United Airlines pilot, he spent his retirement fishing, hunting,

and gardening.

He is survived by his wife of 60 years, Carolyn; two sons; five grandchildren; and four great-grandchildren.

Donations can be made to the Woodstock Food Pantry or the Joe Carnes Scholarship Fund, via the [McHenry Community Foundation](#), 33 E. Woodstock Street, Crystal Lake, 60014

Flown West

Remembering United Pilots who have Flown West

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

Joseph "Jay" W Barnes *	Oct 2021
Carlton "Carl" Bye	Nov 12, 2021
James "Jim" Broderick	Oct 17, 2021
Ernest Lester "Les" Eaton	Oct 13, 2021
Stephan "Steve" R Fusco	Oct 22, 2021
David G Mosby	Oct 30, 2021

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

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SUA: Treasure Coast Sunbirds...Bob Langevin..... bob134997@aol.com
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Dick Kane..... richaka4@aol.com
ORD: The Joe Carnes RUPA Group...Walt Fink..... ok3wire1@att.net

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RNO: Reno's Biggest Little Group... Lyle U'ren..... captlylej@aol.com
Jim Whitney sandorjim@aol.com

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MFR: Intrepid Aviators of Southern Oregon..Bob. Niccolls....bniccolls@live.com
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SEA: Seattle Gooney Birds...Henry P. Kerr..... henrykerr41@gmail.com

Washington D.C. Area

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DCA: Williamsburg, VA/Hampton Roads Area...
Jim Krasno..... krasnoj@earthlink.net

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Go to our website www.rupa.org and pay your dues there with your credit card
or send a check to RUPA PO Box 757 Stowe, VT 05672-0757



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 jmandtheflash@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) - *"The Landings, Palomar Airport"* - 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, 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

FLL: 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 proседа@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* - psofman@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

10 years ago - Dec 2011

20 years ago - Dec 2001

rupanews

Journal of the Retired United Pilots Association

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RUPANEWS

Journal of the Retired United Pilots Association

Volume 3 Number 12 (Journal 509) December, 2001

Season's Greetings

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



UNITED

1200 SHOP

UNITED AIRLINES

FOM BRIEFING SHEET

Y2K CONTINGENCY CHECKLIST

Aircraft Identification	Aircraft Type/ Special Equipment (See ATC-3)	True Airspeed	Departure Point	Departure Time(Z)	Cruise Altitude

Route of Flight

Destination	Est. Time Enroute

Fuel on Board

Alternate Airport(s)	

Verbal Release - Contacting FSS EM/R-25

Lost Company Communications EM/R-25/26

Lost ATC Communications EM/R-26-28

Unable To Receive Printed Flight Plan/Papers:

1. Request Flight plan from ACARS-WHQDD.
2. Have WHQDD send flight plan to station fax.
3. Flight plans may also be sent to station via other printer (Apollo, OA) or openmail.

Obtaining Enroute WX From FSS (Call "Flight Watch")
See ENROUTE FLIGHT ADVISORY SERVICE section ALL WX-121

Loss of ACARS - Use ARINC Voice Vicinity Airport 10-7
Enroute COMM 101-106

ATC Communication Loss - Holding Ops ATC-51-53

RDI Usage COMM-122

Airline Usage COMM-123

Company Telephone Numbers COMM-152-154

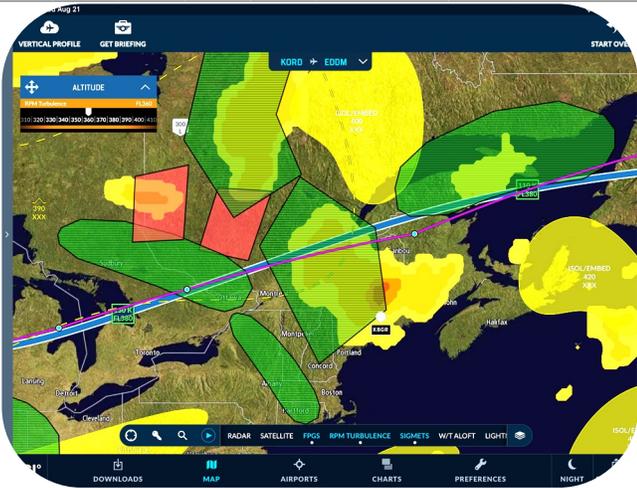
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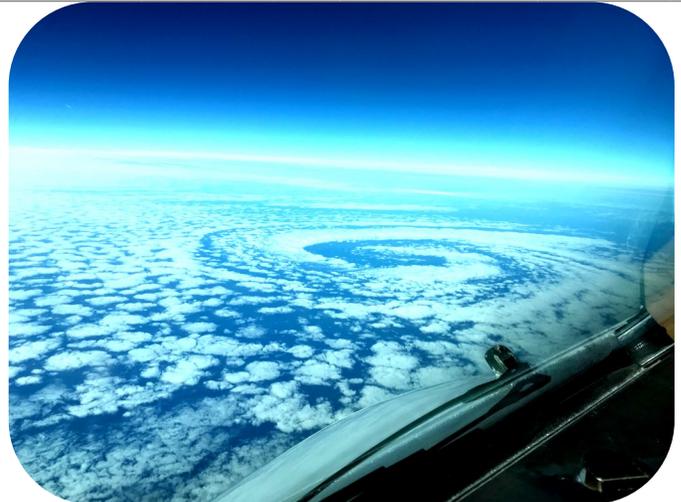


Member Photos

Member-submitted layover and work-related photos



Atlantic crossing Wx brief (ORD - FRA)
by Marcy Trojak



Low Pressure over the Atlantic
by Marcy Trojak



Look who *Editor GeorgeE* ran into in DEN.
Retirees Janet & Yukio Ishikawa.

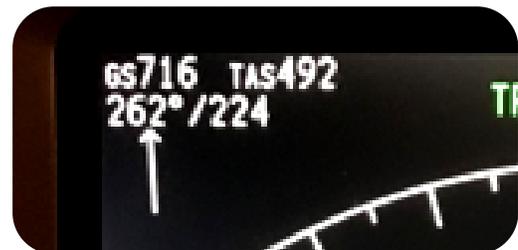
More 700 Club entries:



GS = 710 Jarmo Toivola



GS = 730 Dave Bravender



GS = 716 Steve Lynch

700 CLUB MEMBERSHIP

Name	GS	TAS	Wind
Steve Jaques	701	515	267/186
Lesle Thomas	712	504	249/207
Joe Piazza	700	517	237/183
Dan Kurt	708	538	287/176
Jarmo Toivola	710	509	261/200
Dave Bravender	730	514	252/221
Otto Nuila	713	510	264/202
Steve Lynch	716	492	262/224

Dave Bravender is the new 700 Club record holder.

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