

rupanews



Journal of the Retired United Pilots Association



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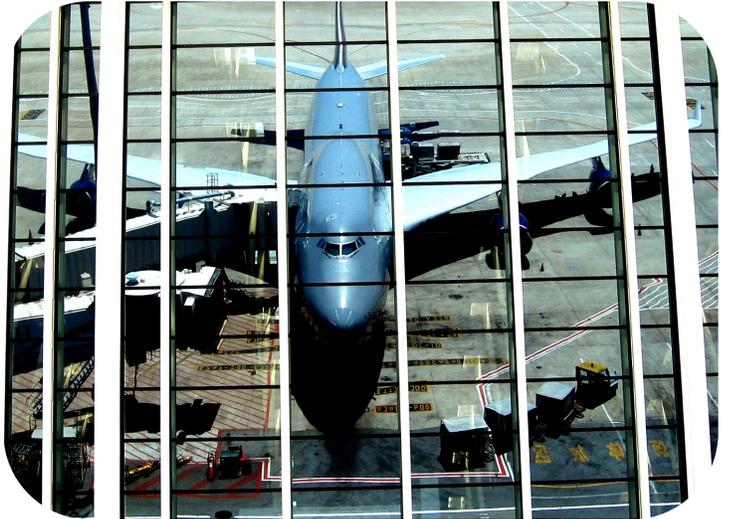
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Member Photos

Member-submitted layover and work-related photos



PEK Fruit Market. Jan 2003.



The Queen's Reflection.



Fred Robinson enroute to Maui.



NRT Layover Cap.



Diane Walker and Janet Ishikawa discussing the hatch exit plan.



Jet Lag Club - NRT

NOTAMS

About the Cover 1970 Siai-Marchetti SF-260B in front of 747-400 (N-118UA / #8418). I reached out to the Marchetti's owner, former RUPA President, Cort de Peyster, for more information about the photo. Here's his story. *Editor George E*

I was invited by RUPA member, and the then Asst Chief Pilot Stan Snow, to fly down and be a docent on the -400 along with RUPA luminaries and -400 pilots, Don Wolfe, Phyllis Cleveland and [Larry Wright](#) (RIP). Stan said the Marchetti would be a great static display for the day.

The celebration was a send off retirement for the Queen of the Skies with families lined up to tour her for the last time.

The "Reno Rocket" is an Italian built 1970 [Siai-Marchetti SF-260B](#) (pronounced Mar Kety). She started life in the Zaire Air Force as a close air support machine and later became one of three birds used by "[Team America](#)" an aerobatic demo group in the 1980-90's.

We acquired the plane in 2001 from a retired aerobatic demo pilot and former UAL Captain, RUPA member, [Larry Kingry](#) (RIP)

About the Back Cover [Antonov An-225](#) 1988 - 2022. Before and after photos.

DUES

Annual dues will be \$35/year effective 1 Apr 22. This is for new members and any annual renewals due on or after 1 Apr 2022. Click [here](#) for explanation.

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

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

28 April 2022 is Take Your Kid To Work Day. Check out the three examples in this issue.

DUES

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President's Letter

Don Wolfe rupapres@rupa.org



The cell phone klaxon sounded early on the morning of Friday March 4 in the RUPA Command Post. The RUPA Stan Eval team headed up by former president **Cort de Peyster** was coming my way from Reno for a short notice inspection. Darn, my uniform was at the cleaners again! Thinking fast, I organized a group of the local UAL active and retired rowdies for a lunch date with Cort at 13:00. Being a master of the “carpet dance” in front of the commander’s desk, I knew that a good crowd would easily deflect any tough questions.

Promptly at 12:58 PM a dark blue Marchetti 260 rolled in to a very nice 2 G break overhead Auburn’s runway 25. I could almost see the vapors rolling off the wingtips as the plane carved a tight turn to downwind. Cort was welcomed on the ramp by retirees **Captain Wayne Mooneyham**, **Captain Bill “The Berk” Rogalski** and actives **Captain Shawn Bickford**, **Captain Mark Mooneyham**. We all shared flying stories over a great lunch at the “The Ridge” restaurant located at the golf course next to KAUN airport. You’ll note in the hero shot that Cort, Shawn and Bill are wearing shirts from their favorite college. Apparently, **Captain Bill** attended school at Pilsner Urquell. I’m told there’s a good chance Bill is still taking evening classes at “Pilsner U”.



Cort, Capt Shawn Bickford,
Bill Rogalski, ret.

 **UNITED**

The RUAEA BOD met in San Diego on March 2 for a Board Meeting and 2022 Convention planning session. **Captain John Gorczyca** and I were invited to attend via zoom. **Marian Bruns**, RAFA and **Peggy Griffin**, Clipped Wings were also on the call. RUAEA President **Don Burbank** ran a great meeting and shared their upcoming plans. ALL retired UAL employees and friends are invited to attend. We're looking at joint convention with RUAEA in 2023. Look for more information in an article from **Captain Gorczyca** and in future editions of RUPANews.

There's a good documentary on Netflix about the woes at Boeing highlighted by the two B-737 Max accidents. "Downfall" illustrates how a change in management philosophy at the top can have dire effects on the health and longevity of the corporation. Where have we all heard that tune before? I found the documentary to be very insightful.

Well, that's it from Command Central. In closing, I'll suggest that you look both ways when you cross the street and watch out for dark blue Marchetti 260's in your local traffic pattern.

May you find joy in every day.

Cheers!

WM



RUAEA BOD Zoom Meeting.

Welcome New Members

New Member

Capt Gary L Kravit
 Capt Dwight "Mack" C Mackel
 Capt Wesley "Wes" W Kimmey
 Capt Paul T Brown
 Capt Thomas "Tom" W Bates
 Capt Clifton "Clif" A Sands Jr

DOM

EWR
 DCA
 IAH
 SFO
 SFO
 SFO

Spouse

Karen
 Beth
 Gina
 Tracey Fulford
 Christi
 Katherine

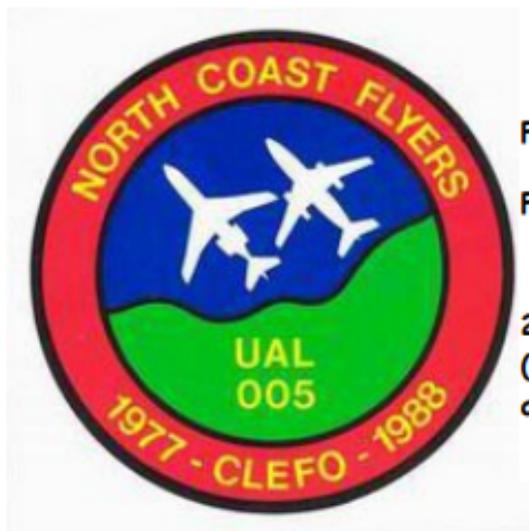
Home

Plantation, FL
 Annapolis, MD
 Pompano Beach, FL
 Rancho Mission Viejo, CA
 Springfield, MO
 Las Vegas, NV



We're Back !

11 JUNE 2022
VAXED and Boosted
CRAZIE'S Summer Fete



Directions(you should know by now)

From I-77 or I-71 go west on I-480 and then...

or

From I-80 to I-71 North to I-480 West and then...

To Great Northern Exits, Take Exit 6A South on Rte 252 (Columbia Road) to the German Cultural Center (approximately 2 miles) on Right. Turn East Parking will be along the street or at our house in the driveway.

If you are proud of being a CLEVELAND CRAZY, then you are invited !

At Richard and Carol McMakin's Home

24926 Nobottom Road

Olmsted Township, OH 44138

RSVP to Carol or Richard - Phone:440-235-7595 E-Mail:rmcmakin@sbcglobal.net

We will start at approximately 4:00 pm. Come early and stay late!!!

We ask that you bring a dish to share and any condiments, which might be appropriate.

Please bring your own Particular beverage selection. However, an **Emergency** supply of basics will be available,



R & I Report

Retirement and Insurance Information

Bob Engelman rupari@rupa.org

Here's some good news for veterans. Lowe's also gives Vets a 10% discount every day. You just have to sign up for it and once you do, when you check out, just give the cashier your phone number and it'll show up.

THE HOME DEPOT EXPANDS EVERYDAY MILITARY DISCOUNT BENEFIT FOR ALL VETERANS

December 28, 2021

The Home Depot has enhanced its military discount benefit to include all U.S. veterans, active service members and spouses every day, reaffirming the company's commitment to serving the U.S. military community nationwide.

U.S. veterans, active service members and spouses who pre-register for the benefit via The Home Depot app will receive a 10 percent discount on their purchases in stores and online. Registering through the customer app not only expands the discount to online purchases beyond the stores' aisles, but also makes it faster and easier for customers to check out when utilizing the discount benefit.

"We're proud to expand this Military Discount Benefit for families who have sacrificed so much for our country," said Ted Decker, president and COO of The Home Depot. "From our product discount to The Home Depot Foundation's commitment to veteran causes, our dedication to our servicemen and women has never been stronger."

This new Military Discount Benefit is just one way The Home Depot supports the military. Since 2011, The Home Depot Foundation has invested more than \$400 million in veteran causes and improved more than 50,000 veteran homes and facilities. The Foundation has pledged to invest half of a billion dollars in veteran causes by 2025.

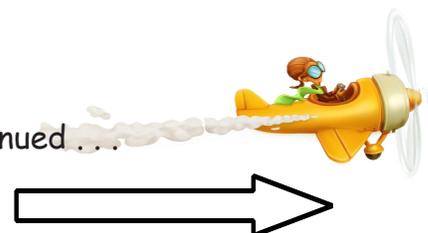
This year, the Foundation recognized 10 years of partnership and impact on veteran issues with organizations like Habitat for Humanity, Volunteers of America, Operation Homefront, Semper Fi & America's Fund and U.S.VETS, among others.

With more than 35,000 associates who are veterans and military spouses, The Home Depot's support for the military also extends to its workforce. This year, the company was recognized as a 2022 [Military Friendly](#)® company for the nineteenth year in a row.

For more information about the newly expanded military discount benefit, visit homedepot.com/military.



Continued ...



Funeral Expenses for deaths due to COVID

The following is from the widow of [Michael Perry](#), a member who recently flew West, by way of our Secretary/Treasurer John Rains. Note that this is only for deaths due to COVID-19.

Hi John,

Just read the latest issue - love the cover and had a big smile about your article on the paper checks and address change - frustrating indeed!

On a serious note, Michael always appreciated the R&I Report and other valuable info in each issue. I was curious if you have ever published the details about FEMA reimbursement for all funeral/cremation expenses for COVID-19 deaths. Last week I read that less than 275,000 families (of 900,000+ deaths) have applied to FEMA for reimbursement. The first call is 20 minutes for the initial application, then you set up an account online to submit your death certificate and receipts. If everything is in order, they will direct-deposit your check, although it might take several weeks. The details are below:

FEMA is now accepting applications for funeral expenses paid after January 20, 2020 for deaths caused by COVID-19. We are only accepting applications by phone. Online applications are not accepted.

You may visit [COVID-19 Funeral Assistance](#) for information about the program. **After you read this information and gather the necessary documents, call 1-844-684-6333 to apply for this assistance.** Call this number also for help with **ALL** other questions or concerns about COVID-19 Funeral Assistance. The phone line is open Monday through Friday, from 9 a.m. to 9 p.m. ET.

If you use a video relay service, captioned phone, or other communication services, give FEMA the number for that service.

Please **do not** call the normal FEMA Helpline for help with COVID-19 Funeral Assistance. They will ask you to call the direct funeral assistance number.

At this time, there is no deadline to apply for COVID-19 Funeral Assistance.

Problem with the RHA

We got this enote from one of our members. It doesn't apply to most of us since the RHA didn't come about until about 2012.

I am not getting paid from "Alight Services, LLC, United Airlines" for valid expenses from my RHA. I have asked to speak with supervisors twice within the last week and was told they would contact me within two-days...I have never been contacted. Alight has been sued numerous times over breach of fiduciary responsibilities fairly recently. If other retirees are also not getting paid we need to investigate initiating a class-action suit against Alight and UAL ASAP. I also submitted a Help-hub request directly to United last Friday and it is now missing from the system. I have over \$200k in my RHA so, I am concerned. Let me know what I can do to help you.

If anyone else is having this issue, let me know and I'll pass it along to this RUPA member. I gave him the number for UAL's Your Benefit Resource, as well as the number for the UAL MEC R & I specialist.



My new parts, and “parts is parts.” Right?

Meanwhile, in my neck of the woods, I had my second hip replacement done on March 2nd, and it went very well. It’s been twelve days and there’s still quite a bit of pain, but totally understandable and controllable as I wean myself off of the really strong drugs. I’m glad I have only two hips to replace! I’m doing rehab three days a week, and everything has been covered by our Aetna Medicare Advantage Plan, including the drugs. If I needed transportation to and from the rehab place, that would be covered too. My wife, Diana, has been an incredible care giver. The first few days post-op I was pretty useless, so she set up a comfortable easy chair, table, phone charger, TV remote, drinks and food. Now I’m mobile, but she’s still taking care of everything for me. My dog and cat, of course, hang out with me all the time. I couldn’t ask for more.

When searching for a surgeon for joint replacement, it can be overwhelming, and it may take a couple of months just to get an appointment for a consultation. During my long wait for that, the pain got extremely bad. Luckily, I know a great anesthesiologist/pain management doctor. He gave me an injection in early December, and it took a few days to kill the pain, and then it lasted right up until about four days before surgery. If you’re in South Florida, and are stunned by the number of surgeons that are out there, contact me and I’ll give you my recommendation, including for pain management.

Oh yeah. One note about insurance. My surgeon prescribed a number of drugs, for pain, infection, etc. SilverScript denied one pain med because a drug, *“must be used for a medically-accepted indication(s) (medical conditions that the drug is used for)....We must deny this request because the information provided by your prescriber (diagnosis of primary osteoarthritis of right hip) did not meet the requirement(s) of a medically-accepted indication.”*

I got this letter the day before my surgery. I had already gotten the denial by a text message and the surgeon prescribed a different drug. I guess hip replacement wasn’t reason enough for pain medication!



Important Aetna Phone Numbers

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

That’s about all for now.

Bob Engelman

RUPA R & I



Travel Report

Retiree Travel information



April 2022

Captain Pat Palazzolo
rupapasstravel@rupa.org

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

The Best Airline Staff Hotel Discounts

The days of cheap 50% off hotel rooms for airline staff is long gone, but there are still some good deals with major chains. I'll list for you the ones I feel offer us the best deals. Many of them require you to download their app and sign up for a free loyalty membership.

Accor Group: An umbrella group that covers a wide range of brands from Sofitel, Pullman, Novotel, Mercure, MGallery, Swissôtel and more.

The feature I like the best is that for those hotels that offer airline staff rates, most of the time they include a 6PM day of arrival cancellation, which is great for airline employees and retirees. Most Accor Hotels are overseas, mostly in Europe and not in the US.

1. Download the ALL Accor app. Apply online for an ALL -Accor Loyalty membership.
2. Open the app and register or sign in for the first time. Go to account information and enter your personal information. Under "work details" in order to obtain the business rate for UA employees, fill in the Customer Code (SC155934334) and Access Code (UN166US683). You can leave your business email address blank.

Bonvoy Group of Hotels which includes Sheraton, Westin, Marriott, JW Marriott, Ritz-Carlton Le Meridien, Renaissance, W Hotels and more.

Many of these hotels, especially the midrange hotels offer reasonably good discounts and their cancellation is usually 1-3 days ahead.

1. Once again, download at the Bonvoy app, register for their free loyalty program.
2. Then when you sign in, select a location and date. The app will take you to a black background page they says "Find Hotels".
3. But before you click on Find Hotels, click on "Special rates" which can be found on that page. Scroll to the bottom of that page and on the line that says "Add Corp/Promo Code" entry the "Z31" which is the code for airline employees, then click "Apply."
4. I would also recommend that you put a check mark next to Senior Discount, AAA as well as Airline Staff. Once in a while the other rates are cheaper than the airline rate.



Hilton Hotels. The airline staff rates are not available on their app, but they are available on a dedicated web site called hiltonairlineemployeerates.com. Once you have reserved a room it will be reflected in your Hilton app, as long as you reserved the room along with your free Hilton Honors loyalty number. Once your reservation is reflected in the app you can cancel it from the app rather than going back to the web site.

Important: When you first open the web site it will ask you for your employee email address. Entering your last United employee email address will work. If you have a problem or can't remember it, email me.

IHG Group of Hotels include Holiday Inn, Intercontinental, Crowne Plaza and others.

Just like with Hilton, the IHG discounts for airline staff are available only on a dedicated web site, not their app. The website URL is lengthy so in the interest of ease, just google: IHG airline staff rates.

The pros: IHG airline staff rates often come with same day cancellation!

The cons: I've found that IHG hotels at times have blackouts of airline staff rates. You may have to choose different dates or a different hotel in the city you want.

Cheers,

Pat

RUPA Cruise News

If you are considering traveling on the RUPA Cruise later this year, you may have concerns about Covid safety issues. Holland America has the same concerns as its passengers have. Sailing with Holland America isn't just one of the best ways to see Alaska – it's also one of the safest. On board and ashore, they are going above and beyond with exemplary standards for health, cleanliness and extraordinary guest service, so you can get back to what you want, enjoying every step of the journey with confidence. For everyone's safety and peace of mind, all guests must be fully vaccinated and provide a negative viral COVID-19 test taken before embarkation. All staterooms and public areas are frequently and thoroughly sanitized with medical-grade disinfectant proven to kill coronaviruses. In addition, hand-washing stations and hand sanitizer dispensers are available throughout the ship. All their ships have enhanced air-filtration systems on board using a combination of increased fresh air circulation with upgraded air filtration. Every Holland ship has a team of experienced doctors and nurses trained to manage a broad range of medical conditions, including COVID-19. Their award-winning onboard medical centers are fully equipped with testing and treatment capabilities whenever needed. Masks are recommended on board but not required. They recommend guests wear masks in entertainment areas and areas of high guest concentration. Masks are required to be worn during the entire embarkation and debarkation process and during any organized shore excursions. Keeping you safe onboard the ship or ashore is of their highest priority.

If you would like to travel once again, the RUPA Cruise to Alaska may just be the ticket you are looking for. It's probably safer than walking the streets of your home town. To see all the cruise details, go to rupa.org and click on [RUPA CRUISE 2022](#).



EAT. SLEEP. CRUISE. REPEAT!

Submitted by *Rich Bouska*

Luncheons / Local Reports

Check the Luncheon Information page for your area

KOA - Big Island Stargazers

We had a good turnout for our February luncheon, with 15 members and guests in attendance. Our annual Hilo luncheon is scheduled for 11:30 AM on April 21st and it will be in lieu of our monthly Kailua-Kona meeting. If your travel plans take you to the windward side of the island, please join us for some great camaraderie at Pineapple's Island Fresh Cuisine, 332 Keawe Street.

A hui hou...

Linda Morley-Wells



L - R: Don Diedrick, Gerry Baldwin, Tim O'Neill, Lex & Ebby Pinson, David Carlson, Richard & Michael .Morley, Walt Wells, Gigi Morley, Winfield Chang, Bill & Linda Hayes, Mary O'Neill, Linda Morley-Wells.

Take Your Kid To Work Day: Airplane



TUS - Tucson Toros

At last, on the last day of February, Tucson had a small luncheon gathering of vaccinated and boosted Ruparians at the Coyote Pause Café on the southwest side of the city. It was quite a drive for many since they had come down from the Saddlebrook area well north of town. Others came from the east and one came up from the Green Valley area.

The café's friendly staff did everything they could to accommodate the group and saw to it that we all found our reserved tables. While the café closes at 2:00 we were not rushed at any time and thanks to the local knowledge provided by our **Rich Osborn** several of us at his table ordered entrees that were not on the printed menu.

One topic at both tables concerned just how many who were there were from Saddlebrook. I suspect that some new friendships will also develop from this lunch and soon, we hope, they may arrange another lunch for our Tucsonans. Several commented that they missed the lunches we used to have more frequently before Covid got in the way of seemingly everything and were glad we had finally put together this lunch. So, if there's anyone reading this who would like to try to attend the next Tucson area lunch, please send a note to: randyryan40@msn.com.

Randy Ryan

--o--o--()--o--o--



CW: June Sienkiewicz, Mike Sienkiewicz, Maria McDermott, Tom McDermott and Chris Swenson.



CW: Hal Biestek, Rich Osburn, Pam Ryan, Randy Ryan, Jim Biestek and Susan Biestek.

SFO - North Bay Group

The North Bay group passed on the Zoom format this month and we met at our favorite haunt, Cafe Bellini in Petaluma. The table talk was hearty and spirited, from the past to the present. Part of the past in the hand of **Captain Saber**. 37 years ago. We probably have bodies in some left seats that weren't born then. Time does fly.

The bug has loosened its grip a bit so we are back to cafe get togethers. Come join us, first Wednesday of the month, 11:30am meet with a 12:00 noon sit down, a lovely lunch and usually out the door before 2:00pm. Cafe Bellini, 100 S McDowel Blvd., Petaluma.

Barney Hagen



John and Carol Reed



L-R: Jule Lepkowsky, Bob Billings, Doris Donegan, Doris's granddaughter Chanielle Beauchamp, Rick Saber, Bill McGuire, Barney Hagen, Mike Gaylord, retired UAL mechanic.

DEN - Denver Good Ol' Pilots

On March 9th thirteen Good Ol' Pilots and guests met for lunch at The Golden Corral Buffet and Grill in Aurora. Due to inclement weather i.e snow the number attending was reduced. After lunch Ted Wilkinson provided some humor. This month there was no significant news regarding our group. We meet monthly on the second Wednesday of the month. The meeting starts at 11:00 with lunch at noon. The location is 11090 East Mississippi Ave. in Aurora.

Attending:

Joe Bacheller, Rick Bebee, Larry Hawkins, Doug Hill, David Horwitz, Don Johnson, Tom and Sue Johnston, Cliff Lawson, Mark McGurk, Rick Steele, Ted and Rose Wilkinson

No pictures this month.

Tom

MRY - Monterey Peninsula

A bright and sunny day greeted our March 9th lunch group at Woody's at MRY. There were lots of discussion about the early days of UAL looking into flying into Russia and Poland – 1980s, problems of flying into China in the early days, stories of some of the “characters” who flew for UAL, and more current subjects like the events occurring in Ukraine.

Phil Young joined us while on his annual trip to the peninsula to prepare his taxes! I announced the passing of **Lee Casey** on February 11th and am waiting to hear from **Nancy** on any plans for a memorial.

It was decided to alternate locations for lunch depending on weather and any public events at Pebble Beach. Woody's at MRY and “Hay's Place” in Pebble Beach (out-door patio dining) will be our two primary locations that will be decided a week before our second Wednesday dates. I will be sending an email announcing the location a week ahead requesting RSVPs.

Next luncheon is Wednesday April 13th. Location will be announced via email, RSVPs required.

Cheers,

Phyllis Cleveland



L-R: Cheryl Bohrman, Wayne Aleshire, Phyllis Cleveland, Phil Young, Ken Bohrman and Steve Filson!

My junior high school teacher told me no one would pay me to look out a window.
Last laugh's on me.



I'm Bored.
I think I'll go to the mall,
Find a great parking spot
and sit in my car with the
reverse lights on.

SNA - Dana Point

Another beautiful day in Southern California, blue skies and temperature of 69F. The nice thing about the Proud Mary's is that the restaurant serves breakfast, which gives our excited members the opportunity to come early. Well before 11:30, several members had already staked out the main counter and we also got a four place table. Total of 15 members and spouses showed up. We were missing **Corey** and **Barbara Ferguson** who were halfway around the world in Africa, spotting wildlife in the Serengeti.

Once settled, our conversations were conducted mostly between adjoining and nearby seatmates. Topics included backyard remodeling, longevity of relatives, the military discount at Norms, how watching the Pacific Airshow at Huntington Beach can become pretty expensive. Wider groups topics were the demise of Dick Ferris, an encounter with Bill Traub, the problems at Boeing documented by Netflix's "*Downfall*" and the book "*Flying Blind*" by Peter Robison. For the finale, we together came up with a plan of action to decisively resolve the conflict in Eastern Europe. Another serious world problem was thus solved by our group over lunch.

Bruce Dunkle recommended some books on early Alaska flying, "*The Flying North*" by Jean Potter and "*The History of Alaska Airlines: The First Eleven Years*" by Kathy Mills Rozzini. The latter details the work done by Bruce's father in founding Star Air Service - precursor to Alaska Airlines.

The attached pictures give a greater sense of the day's conversations.

Rico Santamaria



L-R seated: Carlos Bernhard, Merle Santamaria, Janice Fuhrmann, Cheryl & John Arp.

L-R standing: Bob Fuhrmann, Boomer Knutzen, Bill Stewart, Butch Trembly,
Rusty Aimer, Denny Giesea, Bill Rollins.



L-R: Bill Stewart & Butch Trembly, Bill Rollins & John Arp.



L-R: Rusty Aimer & Denny Giese, Boomer Knutzen & Bob Fuhrmann.



L-R: Cheryl Arp, Janice Fuhrmann, Merle Santamaria & Carlos Bernhard,
Bruce & Peggy Dunkle & Rico Santamaria.

The difference between fear and terror: Fear is when your calculations show you may not have enough fuel to make it to your destination. Terror is when you realize you were right.

ORD - Greater Chicago Area Group

Chicagoland RUPA would appear to be back! After the cancellation of January's area luncheon for lack of sign-ups, this time around 47 RUPArians and their guests attended to solve the world's problems and talk airplanes, airlines, crews, taxes, the slings and owies of old age, and other topics of interest.

Attending the festivities this time around were **John Anderson, Jim and Corinne Boyer** and their daughter **Ali Gerstad, George Bracke, Larry Cabeen, Bruce Carey, Bill Cherwin, Tom Conley, Carl Eberle, Harlan Davis, Walt & Jan Fink, Karen Gammill, Jan Gawenda, Buck Goodman, Dave Harris, George Haupt, Bob Helfferich, Mike Hepperlen, Jim Higbea, Denny Holman, Wendell Jelm, Warren and Maria Jepson, Scott Joseph, Dick Kane, Russ Kuhlen, George and Jacquie Mathes, Bob McCormick, Rob McCutcheon, Pete Novak, Gene and Bonnie Ruder, Dave Runyan, Ed Sendelbach, Dave and Linda Strohm, Jim Stuntz, Jack Taylor, Jim Trosky, Gus Tuit, Tom Wedel, Paul Wember, Ed Wevik and Bill Zangs**. A special welcome to three of our attendees who're recent retirees and who enjoyed (we hope) their first luncheon.

Bob Helfferich gave a nice shout-out of appreciation to the ladies there since our luncheon fell on National Women's Day. Lots of stories, jokes, and a couple of tall tales were exchanged among the tables amid snarfing down of good food from Nick's special RUPA menu. **Monica** and **Lisa** from Nick's handled the serving duties with their usual cheery smiles and efficiency.

We'll make a return to Nick's on Tuesday, July 12th, 2022, for our next luncheon. RUPA members and their guests, active and retired pilots are welcome and encouraged to attend. Snowbirds on their way north are always shown the open door to come dine with us too.

Scribbled by the Scribe,

Walt

SFO - East Bay Group

We met on a beautiful clear day at the Black Bear Dinner for our March luncheon.

Only six of us were able to make it this time. In attendance were **Rich and Georgia Bouska, Rich and Marilyn Sperling and Neil and Tammy Dahlstrom**. Regulars **Lee and Shirley Francis** were unable to attend due to a previously scheduled meeting. Our senior member, **B.S. Smith** was suffering from the Shingles on top of his other medical issues and unable to attend; we wish him a speedy recovery. Our newest members **Charlie and Bobbie Ward** were off visiting the Florida Keys.

I relayed information from a friend of mine who is going through the Training Center that the Training Center is jammed packed with pilots upgrading and new hires coming on board. United seems to be well positioned to move forward with expansion with the relaxing of Covid restrictions. Sorry no pictures this time but rest assured we were all smiling.

Rich Bouska



I ordered my coffee. I said my name was "Marc" with a "c"

SMF - SAC Valley Gold Wingers

Hello from Northern California. I have a strong suspicion that our monthly luncheons are back to a standard operating procedure. Meaning, I think we are getting past the Covid concerns and back to normal ops. For our luncheon, we had the distinct pleasure of having two RUPA presidents, one former and one present, and a former president of RUAEA join us. We were fortunate to have **Don Wolfe** and **Ron Bertacini** join us for our lively luncheon.

Many topics of conversation were provided and discussed.

UAL wants to add service between Dulles and Cape Town, South Africa. Of course, flights to India will bypass the Russian airspace for obvious reasons.

Two UAL flight attendants will receive \$2 million plus attorney's fees after a jury and the 10th Circuit Court of Appeals found that in 2013 United used a pretext to fire them because of their age. Good to hear of this decision. With more company news, United FO, **John Boccieri**, has been nominated as one of the candidates to become the new FAA administrator. Due to the Covid-19 positivity rate declining, UAL has declared that masks are only recommended and not required at most non-airport locations beginning in late Feb. And from UAL daily, the company announced a new communication channel, called Airmail, which is a dedicated place to post comments and questions and get answers for all employees to see.

Parking for UAL retired pilots looks like a no go at the SFO MOC. Such a bummer as it was always a great way to save a few bucks while on a trip somewhere.

RUPA has been working on teaming up with RUAEA at next years convention/reunion. Our esteemed leader, **Don Wolfe**, has been working with the the current RUAEA president, **Don Burbank**, and his staff to combine our efforts for a reunion to enjoy a gathering of pilots, flight attendants and other employee groups.

If your travels ever bring you to Northern California, you are most certainly invited to join us for one of our monthly luncheons. Lastly, our thoughts and prayers go to the people of Ukraine who are at war with the Russians. We wish them all the best in these difficult times.

Still Flying High,

John Gorczyca



Seated L-R: Kathy Lynch, Bob Lynch, Rosemary Authier, Trudy Engeldinger, John Gorczyca.

Second Row L-R: Kristina Ledwith, Ken Ledwith, Kathy Cotter, Dave Ulm, Andy Fossgreen, Mary Harty, Jim Harty, Bruce Milan, Bill Authier, Ron Bertacini, Barb Bertacini, Sharon Gorczyca, Lance Engeldinger.

Back Row L-R: Marv Alexander, Wayne Mooneyham, Don Wolfe (Wm), Mike Kozumplik, Lori Muir, Karl Winkelbrandt.

RSW - SW Florida Group

Our March 2022 luncheon at the Fort Myers Olive Garden had a turnout of nine. It allowed for good conversation and extra special attention from our server, **David**. Perfect Florida weather just after another cold front. Conversation covered quite a wide range of topics into mid-afternoon. No one seemed in a hurry to leave.

Our group takes the summer off so the next luncheon is not until the second Monday of November, November 14, 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.

Yours truly,

Dot Prose (Gary Crittenden, Senior Consultant).



L-R Rip Curtiss, Shirley Curtiss, Neil Bretthauer and Don Wichelt.



David



L-R: Gary Crittenden, Faith Osborn, Jim Sutton, Dot Prose and Gene Chapman.

SRQ - Sarasota Sunsetters

Sarasota Sunsetters is back in full action, lively discussions of today's world problems. Very sad indeed. Also the usual discussions about vacations, cruise ship or motorhome, Hot Rods and of course we welcome **Leif** and January's **Little Ginger**. We will meet again on May 10, 2022.

Lunch is at Gecko's, 351 N Cattleman Rd, Sarasota

Lunch schedule for the rest of 2022 and into 2023 is as follows: May 10, 2022, Sept 13, 2022, Nov 8, 2022, Jan 10, 2023, Mar 14, 2023, May 9, 2023.

Chris



L-R: Bob Baird, Leif and January Jonassen (Gingers parents) Jack and Lillian Muwaw-visiting from ORD, Sylvia and Mike Wedge, Ed Ripper and Carolyn Faulkner, Paul Rice, Lou and Phyllis Balestra, Chris Wingardh.



From the other end of the table, everyone looks great.

SFO - Bay Siders - Feb

We had our February RUPA luncheon on the 8th. It was right in the beginning of a week of unseasonably warm temperatures. Temperatures reached the high 70's in the peninsula.

Good conversations followed. **Barry Hamley** could not make it as he was recovering from full knee replacement surgery the week before. Naturally, we all began to discuss knee replacement and hip surgeries. Seems that are quite common in our age group. I was lucky, I had a partial knee replacement and walked out of the hospital at 1pm, after arriving at 7am. Orthopedic surgeons and their procedures have really improved the last few years. A few others all had successful procedures done.

Concerning sick list, **Ginny Hamley**, Barry's wife has been pronounced free of cancer. Yeah! **Cyndi Schwager** had a fall at home, which fractured her hip. She had an operation, and 3 screws were put in her right hip. Before her diagnostic x-rays and operation the pain was so bad, she couldn't walk. After the operation there was minimal pain. She will be using a walker for six weeks.

Of course we talked about our airline and experiences we had. **Carol Gillet**, who I have mentioned before, again had some good stories from one of her many areas she has worked in at United. Dick Ferris's death brought about many memories of what he had "done" to our airline, and how it affected our careers. Double thumbs up for former CEO Munoz and CEO Scott Kirby! Taxes and what to do about the mess that is PG & E were topics of concern.

Enough for now. Come join us the second Tuesday of every month at 12 noon, at Harry's Hofbrau, in Redwood City, California.

Rich Erhardt



L-R: Cyndi's walker, Cyndi Schwager, Rich Erhardt, Jeri Johnson, Carol Gillet, Bill Klett and Jerry Terstiege.

I child proofed my home but the kids still get in. Ugh!

SFO - Bay Siders - Mar

We had eight people who attended the luncheon. That's our largest number since before the pandemic. The weather was beautiful. Talk centered around Russia's war in the Ukraine, the cruelty involved and where this war will end up, which of course is the big unknown. The price of gas in California is over \$5 a gallon.

On a happier note, **Geri** told us about his Princess cruise he took to Mexico from San Francisco. The food was excellent, and like our cruise the month before, big shows were sparse. This was mostly due to covid protocols.

Of course, we talked about knee replacements again. **Jerry's** wife had one recently and is doing fine.

Cyndi is off her walker following her hip fracture operation. Next up is physical therapy for six weeks.

Bill talked about his continual trouble trying to log into the PBGC website so he could change his income tax withholding. Apparently, they updated their website recently. He did describe to us a couple of good world war 2 movies he watched

Come join us if you are in the area. We meet the second Tuesday of the month at 12 noon, at Harry's Hofbrau in Redwood City.

Rich Erhardt



L-R: Cyndi Schwager, Rich Erhardt, Gerry Delisle, Carol Gillet, Keltie Morris, Jeri Johnson,

I'm from tech support.
I'm here to delete your cookies. . .



PHX - Phoenix Roadrunners

Greetings from the PHX Roadrunners,

We had a great luncheon Tuesday, temp 75F, and a great turnout. In fact, normally March is our last luncheon till next October, this time everyone would like to have one in April, so we will, at "Bobby Q's" again.

As usual, lots of conversation about medical coverages, traveling, and an interesting discussion about layovers in Sydney and servicing China. A real treat for us, we had 3 new members join us, **Don Helms**, **Larry Johnson**, and **Chris Bevan**, a pleasure to welcome them. It was nice also to have a couple of old friends from SEA RUPA **Eric Malm** and **Page Watson** visit us. We hope they'll come to our luncheons when we start again next October.

Don Helms told us of the super strict layovers in Sydney, it doesn't seem like fun anymore.

Several of our regulars were on the sicklist and couldn't attend, hopefully they can come to the April one

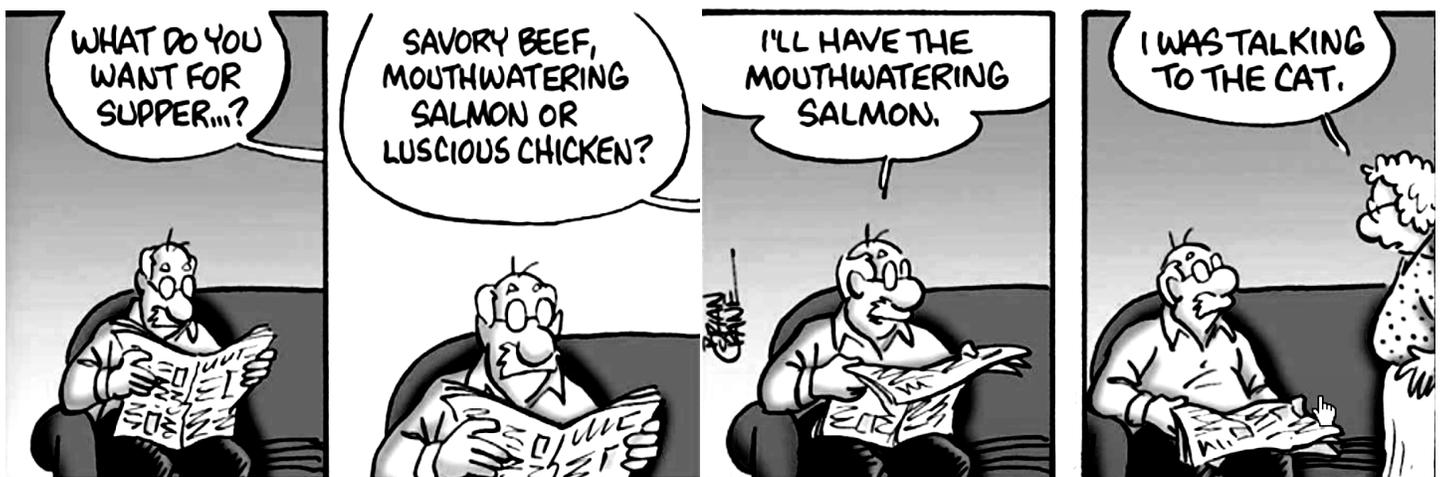
Until next time, warm regards to all,

Frank



Standing: L-R Mike Clements, Dave Specht, Renee Libuda, Page Watson, John Baczynski, Harvey Hallberg, Eric Malm, Larry Johnson, Don Helms, Chris Bevan and Frank Soare.

Seated L-R: Tom Libuda, Dianna Alsing, Jeanette Soare, and Barb Hallberg.



LAS - Las Vegas High Rollers

Thanks...I sent a Welcome email to **Clif** and **Katherine** inviting them to our April 13 luncheon... second Wednesday each month.

At our March luncheon, **Klaus Mueller** told us he flew the actual MiGs that Poland wanted to give the Ukraine Air Force when he was in the German Air Force after East & West Germany reunited. It will be interesting to hear how the Germans are viewing the war. He is flying to Germany to help sell his parents' home and help them move into a senior assisted living facility. We are looking forward to hearing stories next month. **Ernie** has a foursome now and is planning lots of golf.

Jack D



Clockwise from left: Mike Sanders, Klaus Mueller, Russ Stark, Jack Donahue, Jean Ann Donahue and Ernie Yoshimoto.

SUA - SE Florida Treasure Coast Sunbirds

Good time talking planes and watching boats at Shrimpers in Stuart, Florida.

Bob



At the table: Andy Lambert, Buck Buchanan, Bob Senderoff, Ted Osinski, Jerry Holmes, Duff Daily, Dave Damon, Dick Baese, Joe Piazza, Gregg Sternbach.

FLL - Ham Wilson S.E. Florida Gold Coast

We had a great luncheon today in March. Well attended and hope to have others come re-join us. Our next lunch is the 2nd Thursday of each month and in April it happens to be April 14 before tax day and so you can buy lunch!!! Hope to see you then.

Until next month. *Jim*



From the center with Denny Keast and clockwise is Rich Farmer, Paul Livingway, Ham Oldham, Jim Morehead, Paul Guidry, Steve Hubert, Glenn McGarry, Mark Strasfeld, Stephen Vella, Lyn Wordell, Gene Anderson, Bob Senderoff, Reggie Banks, and back around to Denny.

LAX - Los Angeles South Bay

We met at Mimi's for a lunch, enjoying catching up with happenings and events. Health and corned beef dinners topped the list.

Dan Delight brought a text book on government that his friend had used in class with a picture of the UAL strike. Dan was in the picture! Another memory nudge.

Lunch will be at Mimi's on the third Thursday of the month.



Left to right we have Susan Tyree, Tom Reidt, Sharon and Don Crawford, Dan Delight, Adrienne Short and Loyd Kenworthy.

DCA - Hagerstown Group

The DCA chapter of RUPA enjoyed a really great time in Hagerstown, Md, last night, March 16, 2022 at our favourite restaurant, Schmankerl Stube Bavarian. The food was wonderful and the camaraderie was great.

We voted to have the next meeting on June 15... A Wednesday night, in order to have the restaurant special pork shank... available for those who enjoy! Make your plans to attend... you would enjoy it!

Thanks, your scribe and official photographer,

Stokes Tomlin



Attending, around the table left or right... EK Williams, Pierre Ney, Bernie Schwartzman, George Seymour, A friend that I met at Boulder Crest Retreat in Bleumont Virginia, Chuck Enders (still working with the FAA), Dave Strider, Gil Coshland, Charlie Schwab and Don Reinhard and his wife Catherine.

JAX - Florida First Coasters

Here is the scoop from the Florida First Coasters here in Jacksonville.

Once again gathering a fine group, though a little smaller than normal. The first attempt at scheduling was hindered by terrible weather and a PGA tournament which also nearly rained out. The second attempt had better weather but we picked a day which was on St. Patrick's Day. Not a big holiday so we didn't let that interfere.

We had a great lunch and great conversations. No picture as our photographer ran off with a Leprechaun. Looking forward to another wonderful time for our April meeting. We are planning on gathering at The Legends Restaurant at the International Golf Hall of Fame. We are all set to meet on the 12th of April at 11:30 AM. More info to follow.

See you there.

Jim Peterson



CLE - Cleveland Crazies

On a beautiful, warm spring day in March the Cleveland Crazies gathered in Hudson for lunch and time together at the Lager and Vine Restaurant. We had sixteen members, wives and friends present. As usual everything was excellent and enjoyed by all.

Dick Sanders briefed us on how we can support the Ukrainian refugees. He passed the hat for donations to support them, and **Mike Holmberg** will get the donations to the proper organization.

We had many great jokes from **Joe Getz, John Pinter, Phil Jach,** and **Dick Sanders.** And we had an interesting discussion on the Ukrainian war with Russia. We will meet again at Lager and Vine on Thursday April 21, 2022. As usual we will meet at 1:00 pm.

Cheers,

Phil



Standing L-R: Phil Jach, Dick Sanders, Vickie Getz, Teri Holmberg, Mike Holmberg, Dawn Lang, Bob Lang, Monica Burrill, Jim Burrill, and our server Danielle.

Seated L-R: Joe Getz, Mary Serpentine, John Pinter, JoAnn Pinter, Linda Jach, John Hochmann, and Rich McMakin.

**My husband and I decided we don't want children.
We will be telling them tonight.**



SEA - Seattle Gooney Birds

On Thursday, March 10th, 13 pilots and 5 spouses/partners gathered for lunch at the SeaTac Marriott. Servers **Jackie** and **David** once again provided outstanding service and a widely varied menu.

Long distance retirees **Paul Hall** (Alabama) and **Fred Vinton** (Idaho) sent best wishes to the group. It was a pleasure to welcome first time attendee **Lew Meyer**, USN, and his partner **Jan Henry**, also a pilot, here today. **Lew** recalled his earliest days at United (DCA DC-6 S/O) and the "cultural" differences flying with former Capitol pilots vs UAL. On one unforgettable DC-6 trip a caged parrot was placed in the aft cockpit storage area atop most of the cargo and with a good view of the activities. All three pilots tried to get the parrot to talk but the bird refused. On the takeoff roll approaching V_r , the parrot, with his good front windshield view, assumed the role of flight instructor and began squawking loudly until gear and flaps were retracted. He remained quiet throughout the flight until short final at which point he resumed his role as flight instructor squawking loudly throughout the landing and rollout!

Alan Black spoke of his recent Watchman heart procedure and it's beneficial outcome.

Jack Brown, our most senior pilot here today, told us of two upcoming anniversaries: his 90th birthday and 71st wedding anniversary. Jack remains the poster guy for his lifetime maintenance of diet and exercise programs. In the Sport of Kings, **Bill Jensen** happily reported that one of his stallions recently finished first at a track near Phoenix. **Bud Granley** entertained us with several air show and cross country episodes.

Looking forward to April 14th!

For the Flock,

Hank Kerr



Spouses L to R: Maureen Hurst, Kathy Black, Jan Henry, Blythe Knechtel, Carol Granley .



Pilots, front: Alex Dunn, Bud Granley, Jim Barber, Rich Hurst,
Back row: Jack Brown, Larry Knechtel, George Brown, Bill Jensen, Ted Elder,
Doug Postlewait, Lew Meyer, Alan Black.

There I Was . . .

(Please Limit submissions to 1000 words)

There I Was . . . With a Visit From ATC

By David L Webster

In the summer of 1998, I was a newly minted SFO based DC-10 Captain and, on this ID, the First Officer happened to be the sim instructor I'd had at TK, out for his line currency, so I was letting him have all the flying legs. This afternoon's flight would be ORD to CLE on a beautiful, clear skies day. No reason in our mind for alternate fuel or any extra beyond what the dispatcher had planned. No worries.

Descending into the Cleveland area the first approach controller I contacted said "Slow to 180, standby for holding instructions." This did not sound promising, and I replied, "We would prefer 210 knots and we're Minimum Fuel." We of course knew that Minimum Fuel gets us nothing, is only an advisory, but wanted to convey our fuel situation immediately. No response from the controller, other than his allowing us to maintain 210 knots, clean. In the cockpit we had a very brief discussion of our options, and I asked the Second Officer to ACARS Dispatch to get the fuel burn to Detroit and Columbus.

We were passed to the next approach controller and I asked about the delays. "You're number 18 to land, and will be going 20 miles downwind." At that moment we were literally abeam the airport at 11,000', looking down at it. About the same time the Dispatcher returned with the burn to our possible alternates. None of the three options – DTW, CMH or number 18 to land - were viable in our opinion. Another quick discussion and my next call was, "United XXX is declaring an emergency. We'll need to move up in the line for landing."

Immediately we had vectors from a third controller for a visual approach and landing and arrived with comfortable fuel. We proceeded to our airport layover hotel and the next morning went to the office to flight plan for our return to ORD. A phone call came into the office from CLE ATC, wanting to talk with me. The gentleman on the line wished to discuss the previous afternoon's events, so I asked him to meet us at the gate or come to the cockpit.

Twenty minutes later he was standing in our cockpit, apologizing for what happened the previous afternoon. A bit surprised, I said, "I don't understand. We said, 'Minimum Fuel' and didn't expect anything, and we said 'emergency' and got what we needed."

"No," he said, "I was the third controller you spoke with. The first controller you spoke with, the one you said 'Minimum Fuel' to, he's a f***ing a**hole! Any of the rest of us would have moved you up in line immediately, without you having to say 'emergency.' You guys, United, *never* call 'Minimum Fuel.' Continental does *all the time*." We all had a good laugh and thanked him for coming down to chat.

Of course, because we'd had an emergency, the Flight Safety folks wanted an investigation, which consisted of about 10 people on a conference call a few days later. I was asked for my narrative of the event, which was quickly followed with the Dispatcher saying he should have known about the late afternoon bank of Continental aircraft arriving at that time of day from the east and planned more fuel, which satisfied everyone about the event. I then had the chance to tell them of the epilogue "Visit From ATC," which all appreciated.

United Airlines Pilots Retirement Foundation

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



There I Was . . . When the S#it Hits the Fan

By Gerry Baldwin

In 1986, while still on probation, I was flying as second officer on the DC-10 out of Seattle. Twice in a two-week period we ran out of potable water on Seattle-Honolulu flights. I thought that I could easily fix the issue. I found the ramp service supervisor at SeaTac. I explained that we had exhausted our supply of potable water on two flights that month, once half-way to Hawaii and once only an hour out of Seattle.

He was visibly angered, though not by the problem I outlined. He said that that was none of my business, that the ramp serviceman determined how much water to put on board; and he told me where I could stuff it. I did not stop there. I gained an audience with his boss, the head of maintenance at SeaTac. I explained as before and astonishingly got the same reception. Undeterred, I went to the station manager and explained as before while also pointing out that I had conferred with the ramp service supervisor and the head of maintenance.

He, too, blew up at me and told me to stay out of it. I kept my cool; but I said that I was taking the issue no higher. I said, though, that I had left Seattle for the last time with insufficient water. He once again emphasized that the amount of potable water put on the airplane was up to ramp service. I said that I got that; but that I had left Seattle for the last time with insufficient water. He quickly said that that is up to the captain on when to depart. I said, "You are not hearing me; here, look at my face. I have left Seattle for the last time with what I, and I alone, determine is insufficient potable water." He said, "You're saying you'll walk off the airplane." I said, "Watch me."

The very next day, on all flag operations system-wide, we got a slip signed by the ramp serviceman assuring us that the lavatories had been pumped and the potable water tanks were topped up.

Time passed; and I became a B-747 captain. With the, now, automated provisioning sheet in hand, we departed Sydney for San Francisco. About three hours out I got a call from the lead flight attendant telling me that several of the lavatories in economy had ceased to flush. That was a symptom of a holding tank being full. I contacted maintenance control in Chicago and sent a first officer back to check the circuit breakers for that bank of lavatories. All was in order; but one holding tank had an indicator light showing that it was full.

About an hour later, a second holding tank filled up and shut down closing all lavatories in economy. Much to the chagrin of passengers in business and first class, economy passengers migrated forward to the lavatories in those compartments. I recognized that their respective holding tanks would also soon reach capacity. I determined to stop in Honolulu to have our holding tanks pumped.

Among my three first officers, one had been a 737 captain. I explained to him that we would be stopping in Honolulu but that he was not to notify the company till an hour out of Honolulu. I knew full well that if we told them our intentions early, company management would try to talk us into continuing non-stop to San Francisco. I was having none of that. I told my crew to wake me an hour out of Honolulu; and I went to bed.

When they woke me and I emerged from the crew rest area, I could hear their exchange with our dispatcher through the overhead speaker. The dispatcher was saying, "Yes, captain, I understand, captain, we'll notify Honolulu..." I smiled, knowing all was in order.

When we arrived at the Honolulu gate, practically before I had set the parking brake, a ramp serviceman was in the cockpit telling me, "All your holding tanks are full." I thanked him and told him we would be leaving just as soon as we could pump them and get fuel. We arrived in San Francisco about fifty minutes late. One businessman yelled at me in the customs hall; but I said to the immigration officer that the man was not half as mad as he would have been if he could not have relieved himself in the five, early morning, wee hours between Hawaii and the coast.

There I Was . . . In the News - In a Good Way

By Larry Darnell

The forty-two day, 60 billion dollar Gulf war was just about to start (January 17 to February 28). I was then flying as captain on the B-747. As a volunteer I worked 3 trips to Europe. one going: Military base to Brussels, Belgium. Two coming: Brussels Belgium to Bangor Maine to Military base.

The population of Bangor is 32,000. Our first arrival there was at 3 P.M. Approximately 300 Bangor citizens welcomed the flight. The second arrival was at 3 A.M. and about 300 people met that flight. 300 people at 3 A.M.!!! The terminal was brightly lit. I was following the last few soldiers and as I entered the terminal, I first saw first three 4 x 8 tables completely filled with cold open bottles of beer. The soldier directly in front of me grabbed two bottles and put one in each pocket. Then two more and put them both in his mouth. More tables filled with food. A very loud band was playing and people were yelling "Welcome Home."

We arrived at our hotel (the Holiday Inn) and a sign read Kiwanis club meeting 12 noon. As a Kiwanis member I attended that meeting. I then found that I was the guest speaker for that day. I told them about my Club and mentioned that our flight attendants had made several Quilts and were having each returning soldier sign these Quilts. The group wanted immediately to meet the flight attendants, I managed to find them, and they were guest speakers then for not only the club but a radio talk show that afternoon. See Picture.

Therese Tyksinski and her fellow flight attendants were asked to be the Grand Marshals of Bangor's Fourth of July Parade in 1991.



A WELCOME-home banner, made by United Airlines flight attendant Theresa Tyksinski and signed by every passenger of one of the military homecoming flights, will be given to the Bangor Noontime Kiwanis on behalf of the city. Tyksinski (right) and Larry Darnell (left), a United captain, show off one banner with Danny Lafayette, club president. (NEWS Photo by Marc Blanchette)



A WELCOME-home banner, made by United Airlines flight attendant Theresa Tyksinski and signed by every passenger of one of the military homecoming flights, will be given to the Bangor Noontime Kiwanis on behalf of the city. Tyksinski (right) and Larry Darnell (left), a United captain, show off one banner with Danny Lafayette, club president. (NEWS Photo by Marc Blanchette)

Troops autographing big banners for Bangor

By Ned Porter
Of the NEWS Staff

Airline attendants working the flights of homecoming troops have been caught up in the fervor of the events.

Theresa Tyksinski, a flight attendant for United Airlines, worked on a half-dozen flights ferrying troops to the Persian Gulf. Tuesday she worked her first homeward-bound flight.

"They became more excited once they were over U.S. airspace," she said. "They'd want to talk about their families. They'd talk about what they planned to do once they got home. But they don't want to talk about what they did over there."

Tyksinski said she was especially touched by the men who pulled out photographs of children they had never seen.

Normally, Tyksinski works a United route between Newark, N.J., and the Far East. One difference between military and commercial flights came immediately to mind.

"When you hand them a cup of coffee or a meal, they hand it to the friends," she said. "There's just their concern for their friends that we don't see on normal flights, always looking out for their buddies."

Tyksinski worked a flight from Brussels, Belgium, to Bangor on Tuesday. Wednesday night she was flying with a different planeload from Bangor to South Carolina.

The captain flying from Brussels to Bangor was Larry Darnell, who flies from San Francisco to the Far East for United. He said the troops do not know what to expect when they land and seem especially touched by the reception in Bangor.

"I think it goes beyond patriotism," he said. "It shows them that people here really do care."

To show the people of Bangor that others appreciate the troops' reception at Bangor International Airport, Tyksinski has made two welcome-home banners. One has been signed by the troops on the flight from Brussels to Bangor. Her next flight she'll have troops sign it, and the city

There I Was . . . On Being a Captain

By Joel Turpin

When I first checked out as captain, I never realized how stressful the position could be. Sometimes unusual circumstances force you to make decisions that no one else can make. And some of those decisions can have far reaching ramifications, well beyond just the safety of the airplane and crew.

My first taste of critical decision making came in 1977 when I was a DC-3 Captain flying for Skyway Airlines, based at Fort Leonard Wood, Missouri, and got assigned to fly my very first charter with a rock group. The name of this group was "[The Ozark Mountain Daredevils](#)" who were famous for their 1971 hit "Jackie Blue".

We were booked to take the band on a five day tour for which they would pay a large sum of money. Of course, payment in full only came after we delivered on our promise to fly them safely, ie, not kill them, and on schedule. It would be a hefty payday for my company which was eternally strapped for cash.



Skyway Airlines DC-3

After takeoff on the first leg we leveled off at 6000 feet. I set cruise power and pulled the mixtures back to the "auto lean" position and my first officer closed the cowl flaps. All checklists were done and we settled in for the cruise portion of the flight.

We were enjoying the beautiful music provided by the 28 cylinders of our two Pratt and Whitney engines, all working in harmony. Then our Flight Attendant came into the cockpit with a puzzled look on her face. We had a problem

Dispensing with the small talk she got right to the point.

"They're all smoking marijuana back there, what should I do?" As a captain, I had been thoroughly trained to handle engine failures, fires, hydraulic failures, icing, and thunderstorms, but my instructors failed to cover marijuana. Ok, let me think about it. I looked at my first officer but all I got was the unspoken words that said "For once, I'm glad I'm not the captain!" Or maybe it was "Don't look at me, you're the boss!" look. Anyway, it was my problem and I would have to solve it.

My first inclinations were centered on safety, but since we couldn't smell the smoke, safety wasn't an issue, so I started to consider legalities. This was a crime, and since it was committed onboard an airplane being operated under FAR Part 121, it was probably a federal crime. I could land and have the authorities haul the band off to jail.

While I was mulling these thoughts over, the implications of such actions began to come into focus. Why...if I landed and had them arrested, they wouldn't pay for the charter flight. Skyway Airlines would be out many thousands of dollars and our paychecks could bounce without this money. Yes, it was so simple!

Our DC-3 cabin layout was, starting from the rear, the lavatory, airstair door, passenger cabin, galley, and cockpit. There was a door between the cabin and the galley and another door between the galley and cockpit. We had two doors to insulate us, the pilots, from the marijuana smoke. For some reason, it never crossed my mind that our flight attendant had no such protection! Anyway, I made an agreement with her. I explained the two doors, the smoke, the money, bouncing checks, and all of the grim possibilities associated with not getting paid. We agreed that I was to know nothing unless behavior became a problem. After arriving at our first stop, I verbalized this to the band members in private. So, just like Sergeant Shultz in Hogan's Heroes, I knew nothing!

And from that day on, we had a tacit agreement that I extended to other rock groups we flew that went like this; you behave, I know nothing, and everything's cool, but if you get crazy, I know everything!



Skyway Airlines Beech 18

Incredibly, we never had a problem! Of course the effects of second hand smoke on our Flight Attendant were never even considered. But our Flight Attendant never complained which, now that I think about it, might have been because of that second hand smoke! The only complication with the "agreement" occurred when we flew rock groups in the Beech 99 or Beech 18, neither of which had a cockpit door. But I soon had a solution to that problem, too.

One day, I was scheduled to fly another rock group, known as "[Brewer and Shipley](#)", in the Beech 18 which was not equipped with a cockpit door. Their big hit was "One Toke Over the Line", which made it pretty obvious what these guys did in their spare time. My copilot was a new guy who had never flown a charter with a rock group.

Before departure, he saw me installing an oxygen tank with two masks in the cockpit. Since our flight plan called for a cruise altitude of just 5000 feet, naturally, he was curious. Confronting me he said "Hey, what's with the oxygen tank? We're only going to 5000 feet!" I said "You'll see." He did.

Now fast forward to September 14, 2003. I'm a Boeing 767 Captain for United Airlines and the complexity of the problems has increased dramatically. We departed Chicago's O'Hare Field at 4 PM bound for Los Angeles. The autopilot leveled us off at 37,000 feet and the auto-throttles set cruise power. All checklists were done and we settled in for the cruise portion of the flight. We were enjoying beautiful music provided by the 280 turbine blades on our two Pratt and Whitney engines all working in harmony. Then, the flight attendant called on the interphone. We had a problem.



United Airlines B-767

She said the family in row 29 was complaining about the young couple across the aisle. She said the guy had a blanket covering his lap and his girlfriend had her head under the blanket. What should she do? Ok, let me think about it. I looked at my first officer but all I got were the unspoken words that said "For once I'm glad I'm not the captain!" Or maybe it was "Don't look at me, you're the boss!" This seemed vaguely familiar.



I thought of telling the flight attendant that it was a customer "service" problem and it was therefore her responsibility. Then I realized it really was my problem, and I would have to solve it. I had been thoroughly trained to handle engine failures, fires, wind shear, and rapid depressurizations, but none of my instructors ever mentioned heads under blankets. What should I do? Another "agreement" maybe? And people wonder why the Captain gets paid the big bucks!

RUPA Convention

We are invited to the Retired United Airlines Employee Association Convention in Beautiful San Diego, CA

Yes, that's right. RUAEA have invited RUPA Members to their convention in San Diego. The convention is scheduled for Oct 3 thru Oct 9, 2022. There are many activities planned and the following is a welcome letter to anyone who may be interested in attending. There are contact emails included in the text of the Welcome letter if you are interested in attending. More information will be forthcoming concerning the convention in future editions of the RUPANEWS magazine.

RUAEA would like to welcome all of you to this year's Convention. There is a lot to pack into this wonderful time of year, so we encourage you to come in earlier or stay later to enjoy all the tours and festivities. The Convention is open to all members of RUAEA and other branches of the United Family, including; RUPA (Retired United Pilots Association), Clipped Wings (Former & current UA Flight Attendants), Golden Eagles (Retired Continental Pilots), ARECA (Association of Retired Continental Employees), RAFA (Retiree Association of Flight Attendants), the IAM Retiree Association and Golden Penguins (Former Continental Flight Attendants). We encourage you to bring friends and family to this great city, tours and camaraderie we all share at the Convention.

Our hotel is the [DANA on Mission Bay](#), 1710 W Mission Bay Drive, San Diego, 92109. **Very important – RUAEA has committed to a block of rooms as we do with each convention. Using any other discount will not add toward our committed block of rooms and RUAEA could incur a financial penalty.**

The Hospitality Suite in the Marina-Pacific Room is the hub of our activities, the place to meet your old friends and make new ones! This is where you will find our 50/50 and Special Raffles ticket sales.

The RUAEA Banquet will be held on Saturday October 8, 2022 in the Marina Garden. We will not be offering table assignments this year but will have a signup sheet available. Our dress code for this evening will be Dressy Casual, jacket and/or tie are optional, so bring all your friends. Remember that the RUAEA Banquet is a three-course dinner followed by entertainment.

There are a variety of tours; many tours fill up fast so register as early as you can! Taking in the sites with your friends is always fun. While we would like you to take part in our tour package, we know there are so many things to do and see in the San Diego area. You may want to arrive early and/or stay late to do somethings on your own. The hotel is offering the convention rate three days prior to three days post-convention based on availability.

Representatives of the United Airlines Historical Foundation (UAHF) may be present. Donations always welcome and donations are tax deductible, as UAHF is a non-profit organization.

Members of Clipped Wings may be present to represent current and former UAL/CO Flight Attendants. They will have items for purchase. Proceeds go to their philanthropic group - Special Olympics.

Representatives of the Mainliner Club may be present to have airline items for sale.

For any questions or concerns, please contact the Convention at ruaeaconvention@gmail.com or Hank Gosselin – VP Conventions at henrygosselin@comcast.net.

For travel to and from San Diego, don't forget UA discount, whereby you receive 20% off a confirmed fare. Other carriers serving San Diego are Alaska, Allegiant, American, Delta, Frontier, Hawaiian, Jet Blue, Southwest, Spirit, and Sun Country. ID90 is available on most carriers. Be sure to check Travel in Flying Together for booking and listing information. One of the best ways to access flying-together and the travel section is to go to ruaea.org and click on the link.

The hotel does not have an airport shuttle, other options are:

Yellow Cab 1-888-710-3391 ~ San Diego Airport Taxi 1-858-227-9272

Get an app on your cell phone for Uber or Lyft (in most cases this would more economical)

Don Wolfe and John Gorczyca



Articles

Industry related news and other articles

New Study Identifies How Coffee Fights Cognitive Decline



A new study reveals that a cup of coffee in the morning not only gives you a mental lift, it also protects you against Alzheimer's and Parkinson's disease. Researchers from Krembil Brain Institute in Toronto found that the phenylindanes in roasted coffee inhibit the growth of both tau and beta amyloid plaque, proteins in the brain that are associated with increased risk of both diseases.

"Coffee consumption does seem to have some correlation to a decreased risk of developing Alzheimer's disease and Parkinson's disease," said Dr. Donald Weaver, co-director of the Krembil Brain Institute, according to *Alzheimer's & Dementia Weekly*. "But we wanted to investigate why that is — which compounds are involved

and how they may impact age-related cognitive decline."

Other studies have suggested that regular caffeine consumption may offer protection against dementia, says AARP. In one study of people ages 65 to 84, published in the *Journal of Alzheimer's Disease*, people who drank one or two cups of coffee daily had a lower rate of mild cognitive impairment than those who never consumed coffee. Similar research has suggested that coffee also protects against Parkinson's disease, says AARP.

But the Canadian researchers ruled out caffeine as the source of brain protection, as even decaffeinated roasted coffee offered benefits. Weaver enlisted the help of Dr. Ross Mancini, an expert in medicinal chemistry, and Yanfei Wang, a biologist, for this investigation. The team identified phenylindanes, made by roasting coffee, as the beneficial compounds that inhibit the clumping of both tau and beta amyloid protein fragments in the brain associated with Alzheimer's and Parkinson's disease.

"So phenylindanes are a dual-inhibitor," noted Weaver. "We were not expecting that."

The researchers also found that that darker roasts, which contains more of the phenylindanes, were more protective than lighter roasts. Their next step is to measure how to get these compounds into the bloodstream and across the blood-brain barrier, says *Alzheimer's & Dementia Weekly*. Weaver said that the good news is that phenylindanes are a naturally accessible compound which has a medicinal advantage over synthetic products.

"Mother nature is a much better chemist than we are, and Mother Nature is able to makes these compounds," said Weaver, adding that more research is needed before we can use coffee therapeutically to treat Alzheimer's or Parkinson's disease.

"What this study does is take the epidemiological evidence and try to refine it and to demonstrate that there are indeed compounds within coffee that are beneficial to warding off cognitive decline. It's interesting but are we suggesting that coffee is a cure? Absolutely not."

<https://www.newsmax.com/health/health-news/coffee-alzheimers-parkinsons-cognition/2021/11/03/id/1043141/>



All this talk about coffee is annoying. Here are some better lab results

United Airlines No Longer Asks Passengers to Raise Their Window Shades For Takeoff and Landing

After just two years, United Airlines has ditched a policy that encouraged passengers to raise their window shades for takeoff and landing as an additional but not federally required safety precaution.

In a memo to flight attendants and flight crew, the airline cited the fact that it was the only major U.S. carrier requesting passengers raise their window shades for takeoff and landing as one of the main reasons for dropping the policy.

The United States is unusual in that its aviation regulator does not require window shades to be open for taxi, takeoff and landing. The precaution is mandated in nearly every other jurisdiction around the world, whereas in the U.S. some airlines encourage passengers to keep their window shades lowered from the moment they step onboard to deplaning at their destination.

The reason why safety regulators in other countries demand window shades be open during so-called 'critical phases' of flight is that this is when an emergency incident is most likely to occur.

When the window shades are open, passengers can act as the eyes of the flight crew and immediately report anything amiss that the flight attendants and pilots can't see.

There are numerous examples in recent years of passengers reporting serious issues such as ice accumulation on the wings or even engine fires that no one would have known about if all the window shades were down.

In March 2020, United Airlines decided to proactively request that passengers raise their window shades for taxi, takeoff and landing with a series of announcements before takeoff and landing. The policy was unusual in that United was the only major U.S. carrier to ask passengers to raise their window shades for takeoff and landing.

Unlike on foreign airlines, however, the request was just that, and there was no requirement for flight attendants to enforce the policy.

"When every second counts, open window shades allow Flight Attendants and passengers to immediately see outside, assess conditions, and identify hazards," notes the Association of Flight Attendants (AFA-CWA) which represents United's crew members.

The union has been advocating for a change in FAA rules for years and had welcomed United's voluntary move on the issue.

"The moment an evacuation is necessary is not the time to waste precious seconds opening window shades," the union, which isn't happy with United's decision to yet again amend its window shade policy, noted.

"If it raises the level of safety, it is difficult not to ask, what is the harm?" the union asked in a recent note to its members.

On warm days, United's policy continues to be to ask passengers to lower their window shades at the end of the flight, but passengers will no longer be asked to raise their window shades for takeoff and landing.

Flight attendants will, however, encourage passengers sitting at exit rows to open their window shades for taxi and takeoff, although there is no requirement for passengers to comply with this request

<https://www.paddleyourownkanoo.com/2022/03/09/united-airlines-no-longer-asks-passengers-to-raise-their-window-shades-for-takeoff-and-landing/>

RUPA Member's Son Was a Pilot on UA-328

It has been about a year since [UA 328](#) shed a turbine blade resulting in the failure of the #2 engine near DEN. Our son Michael was the F/O on that trip.

I remembered of when my friend Vince Young and I left TK in his 65 Mustang and drove into NY Queens about the time school was out and the streets were crowded with kids, dogs, and mothers pushing baby buggies. Vince, from Provo, UT, turned to me and said, "My aching ass! What have we done?" Anyhow, we were assigned to JFK on the 727. We were committed to stay 6 months before moving to another domicile and Vince stayed in JFK 6 months and 35 minutes before crossing the bridge to get out of town.



I stayed in JFK for several years on the 727 and bid trips on Christmas with a MSP layover when Madeline, Michelle, Mike and I went to visit my parents, exchanged gifts and had dinner with the family. The next day I put on my costume, and we all returned to JFK. I painted the 727 on the runway at JFK and Mike, who was about 4 years old, decided to do some PR work as we taxied to the terminal. He got out of his seat and went down the aisle saying, "How did you like that landing, my dad did that, that is my dad". Of course, the PAX enjoyed seeing his enthusiasm.

The entire crew of 328, Mark, Mike and the cabin crew did a great job to have no injuries or incidents,. So, here 50 years later I am as proud of that crew as my son Mike was of me when he was a child.

Glen Devore



Overcoming Multiple Checkride Failures

Jenny Beatty

March 13, 2022



In this airline pilot hiring boom, we are seeing up-and-coming pilots post in online forums that they have worked hard to train and achieve all the certification and credentials to become airline pilots and are frustrated to discover that their multiple training and checkride failures are preventing them from landing at an airline.

To qualify for an airline pilot job, one has to have passed at least five checkrides: Private, Instrument, Commercial, Multi-Engine, and Airline Transport or ATP. Many also become Certificated Flight Instructors (CFI), which is a popular entry-level job and step on the career ladder.

One checkride failure can be explained. Pilots are human, after all. You can say in a job interview: “Here are the mistakes I made, and here’s what I learned about flying and about myself from this experience.” Two checkride failures can probably also be explained.

Three or more failures out of five or six checkrides, and now it’s a pattern. Past performance can be a prediction of future performance. Questions are raised in the hiring manager’s mind: Is this someone with weak flying skills? Or who has difficulty with learning? In this situation, you may need to go “back to basics” for more flight training, improved study habits, or management of checkride anxiety. Or, reconsider your choice of professions altogether.

A checkride failure requires the pilot applicant to return to their flight instructor for remedial flight training, before making another attempt at completing the checkride by demonstrating the failed maneuvers. When the pilot can do that, they have achieved that next pilot certificate or rating. But their prior failure is also recorded in FAA records.

The FAA authorizes highly experienced pilots to give these checkrides as Designated Pilot Examiners (DPEs), except that the FAA’s own Aviation Safety Inspectors often conduct the initial CFI checkride themselves, for quality control of flight instructors. The initial CFI checkride reportedly has the highest failure rate: 50 percent.

Numerous pilots have told of inappropriate conduct of DPEs, including reports of examiners making inappropriate comments about women to women pilot applicants, requesting quid pro quo sexual favors, groping during the checkride, sexual harassing communications during and after the checkride, and clear bias against pilot applicants who are female and/or people of color. A pilot posted one recent example in which a DPE failed six female pilot applicants in a row and no male applicants, all recommended by the same flight instructor.

Flight training and checkrides continue after a pilot is hired by an airline, of course, and here the FAA authorizes experienced company captains as Aircrew Program Designees (ADPs) to conduct checkrides on behalf of the FAA. And once again, there is some discrimination, harassment, and bias against pilots who happen to be female and/or people of color. There are other examples of unprofessional conduct, such as the APD who announced to the pilot trainees, before the checkride even began, that they would be failed on this checkride because the APD believed the airline’s pass rate was too high.

The difference in the airline environment is that pilots train as a team of two, so there is nearly always a witness to the misconduct. Even so, typically both pilots keep their mouths shut, fearing the repercussions to new-hires on probation reporting misconduct by a company captain in a position of high authority.

All of this to say that while it is not uncommon for a pilot to fail one or more checkrides along the way to achieving the ATP, and/or to have training failures after getting hired by an airline, a failed checkride could represent a failure of the pilot examiner to conduct the checkride professionally and without bias, especially with pilots who are women and/or people of color. In such cases, even if the pilot reports the misconduct to the FAA, there's no changing the FAA record, and the failed checkride is permanent. So now our industry is in a pilot hiring boom at a level not seen in 50 years, but the airlines are turning away qualified pilot applicants who have multiple checkride failures.

Why?

Why are pilot training and checkride failures such a big deal, when testing failures for lawyers and doctors and other professionals don't seem to haunt them?

Short Answer #1: Because a pilot for a major airline holds up to \$1 billion in company assets and liabilities in their hands on every flight.

Short Answer #2: Because those other professionals can kill only 0 persons (lawyer) to 1 person (doctor) at a time, neither of which makes the local news. In aviation, an airliner hitting a bird and killing only a bird makes the national news. And when an airliner kills a person, or many people, the U.S. Congress holds hearings and makes changes to laws and regulations.

TL;DR Answer #1:

They say that every Federal Aviation Regulation (FAR) is written in blood. A plane crashed, people died, an investigation was conducted, and new laws and regulations were developed as a result. This is why aviation is the nation's most regulated industry, higher even than the nuclear energy industry.

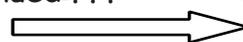
After a string of fatal accidents attributed to pilot error, in 1996 the U.S. Congress passed a law called the Pilot Records Improvement Act (PRIA), to allow a potential employer to learn about a pilot's training and checkride record.

PRIA was amended in 2010. The year before, in 2009, Colgan Air Flight 3407 crashed near Buffalo, New York. Fifty people died. Everyone on board — two pilots, two flight attendants, and all 45 passengers — and one person on the ground — all died.

Many new laws and regulations came out of this accident, including the all-new Part 117 duty and rest regulations, the Airline Transport Pilot certificate requirement for all Part 121 airline pilots, changes to training the recovery from stalls ... and short-term and long-term changes to PRIA.

The accident investigation found that the captain/pilot flying on Colgan 3407 had three checkride failures before getting hired, had revealed only one of these to Colgan, and subsequently had two training failures while a pilot for Colgan. The first officer/pilot monitoring also had a training failure that was not revealed before hiring. It was determined that Colgan Air failed to keep track of the accumulation of training failures.

The families of the victims of Colgan 3407, and the U.S. Congress, and the NTSB, and the FAA, put this issue in their crosshairs. As a result, airlines are now very leery of hiring pilots with multiple training and checkride failures. PRIA is being replaced with a digital Pilot Records Database (PRD), to be maintained by the FAA, that will include FAA checkride failures, FAA enforcement actions, accidents and incidents, airline training failures, drug and alcohol records, driving records, and employment records on disciplinary actions and termination or separation of employment.

Continued ... 


TL;DR Answer #2:

But it isn't just the regulations. Airlines are in the business of making money. Hiring, training, and employing pilots is a huge expense. I don't know exactly what it costs to hire and train a new pilot, but it wouldn't surprise me if it exceeded \$20,000 to \$30,000 each. Those amazingly realistic Category D full-motion flight simulators can cost as much as the actual airplane, and, for example, my large airline has at least 30 of them.

So, when it comes to pilot hiring, doesn't it make sense, purely from a cost perspective, to hire a pilot with a solid track record of training and checkride success? Because a pilot with weak pilot skills or weak study habits or slow learning will cost more: More training days, more simulator sessions, and more expense.

And more liability. In the Colgan and subsequent air cargo accidents, each pilot was scrutinized to the Nth degree, which will only continue going forward. If you are involved in an airline accident or incident, the investigation will uncover who you texted or messaged, what you posted on Facebook and Instagram, what online games you played. It will reveal what you ate and drank and smoked and ingested in the previous 48 hours, how much you slept in the last week, and how you got yourself to work for that trip. And all of your flight training records will be dug up.

And the airline does not want the liability of a pilot who had training difficulties and then ends up in an accident. So they are being extra careful with pilot hiring now, ahead of full implementation of the PRD.

Question: How many training and checkride failures is too many, when it comes to airline pilot hiring?

Answer: I don't know for sure. By all indications, the initial CFI checkride, with its 50 percent failure rate, is a "gimme." So perhaps one or two additional failures in addition to that one is too many? Just a guess.

Take Your Kid To Work Day: Dog



Question: Should I give up on being an airline pilot?

Answer: No.

Question: Then how can I recover from multiple training and checkride failures?

Answer: In the many years I have been mentoring pilots, what I have seen is that when a pilot has multiple training and checkride failures or has been fired or is washed out of airline training or has other blemishes on their record — even when these are explainable — the way to overcome that setback and move forward in the career is to establish a new, more recent record of successful training event(s) and successful employment that demonstrates the ability to learn to fly a new airplane quickly and strong pilot skills.

One option, if you have access to a lot of money, is to pay for a jet type rating, such as the 737 type rating. With this training, you will not only learn to fly a large transport category jet aircraft and get rated on it, you will also learn the procedures and profiles that airline pilots fly, and hone your instrument flying skills in a fast-moving jet. All of this will help you with your new-hire airline pilot training.

That's out of reach to most people, so establishing a new record of successful flight training will require accepting a pilot job that represents a smaller step forward, or a lateral move, or even a step back to a prior level. This may not be the message you want to hear, but this is what it will take.

Having said that, I would not recommend stepping back into flight instruction. A job flying cargo or passengers under Part 135 charter, or any flying job where you will get real-world flying and IFR and PIC decision-making experience, would be preferable.

After landing a job and establishing a good training and flying and work record over 6-12 months, a pilot will be viewed more favorably for hiring by an airline. Also, I strongly recommend paying for pilot interview counseling, where professionals highly knowledgeable in airline pilot hiring can coach you on how to discuss your past training failures.

Here's a [link](#) to my article with 8 How-Tos for successfully transitioning into your first jet. And [here](#) guidance to Halt Harassment in Aviation.

I wish you all the best in your pilot career.

<https://www.avweb.com/insider/overcoming-multiple-checkride-failures/>

**Take Your Kid To Work Day:
Pilot**



Spotters Remind Us How Far Aviation Has Come in 120 Years

By Tim Culpan | Bloomberg

If you stand on a small lane at the west end of Taipei's [Songshan airport](#) at just the right moment, you can feel the hot air of a jet engine as it begins its takeoff run. On any given weekend, before the pandemic, dozens of people could be found milling about waiting for the next brief thrill as landing aircraft roared just above their heads and departures rustled the wind in their hair.

For most people, the only time we think about the wonders of aviation is when we're strapped into our seats. But spotters, the uber-enthusiasts who camp out at airfields to watch and document aircraft at work, have continued to maintain humankind's sense of awe at a magical ability we discovered only 120 years ago.

In mid-February, as storm Eunice battered Europe, a livestream of the world's biggest aircraft bounce and wobble their way to London's Heathrow airport attracted almost 8 million views. [Big Jet TV](#), a Youtube channel founded by spotter Jerry Dyer, kept enthusiasts and casual viewers enthralled for hours as plane after plane descended sideways through the overcast and blustery skies in an attempt to bring their cargo safely to the ground. Strong winds spurred some to take a second, or third, attempt. Some diverted to other airports. But they all made it.

Those aircraft still operate under principles that German pioneer [Otto Lilienthal](#) and his contemporaries experimented with in the late 19th century. Rather than lighter-than-air ships, such as blimps and hot-air balloons, those early engineers found that by shaping a flat surface in just the right way, you can form differential air pressure below and above, which creates lift.

If you compare a modern Boeing or Airbus to the very machine flown — for just 12 seconds — by Orville Wright at [Kitty Hawk](#) on Dec. 17 1903, you can see that the fundamentals of aviation have barely changed. The main areas of advancement have been in propulsion, structural engineering and navigation systems, rather than the underlying physics of flight. The world, however, is vastly different because of it.

Among the [Wright Brothers'](#) early backers was the British War Office — the U.S. government initially rebuffed them — so when the Great War broke out in 1914, the use of aircraft irrevocably reshaped combat. As the fighting ended in 1918, Orville Wright was quoted as telling a friend, "The Aeroplane has made war so terrible that I do not believe any country will again care to start a war."

He was tragically wrong, with aviation becoming a key component of military conflict over the past century. The world's most deadly weapon was ferried to its target over [Hiroshima](#) by a U.S. aircraft in 1945, while aerial assaults have evolved to be conducted by uncrewed drones in all corners of the world. Russia's invasion of Ukraine this month has seen battles between forces play out at sea, ground and air to devastating effect. In addition to thousands of lives lost, the only model of the world's largest aircraft — Ukraine's [Antonov AN-225](#) — was wrecked by bombing.



[Antonov AN-225](#)

Despite all the death and destruction enable by aircraft, it can be argued that more good than harm has come of their invention. Aviation opened up the movement of people and goods, while advancing cooperation among nations. Instead of sailing past the Statue of Liberty, today's immigrants fly in to New York's JFK airport. Rather than a weeklong voyage on the high seas, travelers can now have breakfast in London then dinner in New York.

Flying is much safer than sea travel, too. More souls were lost on the [Titanic](#) than in aviation accidents over the past five years, and the maritime industry records more than 1,500 accidents per year compared to around 85 annually among commercial aircraft operators. Although ships shuttle far fewer people around the world annually, over 1,000 people died or were lost in maritime incidents in the five years through 2019, compared to 1,459 for aviation.

"If you can drive a car, you can fly a plane," is the common mantra for flight schools around the world. And they're right. Flying an aircraft is easy. Landing one is hard. The missed approaches on that wintry day in London are evidence that even the best pilots can struggle. They're also proof of the limits of technology. Today's two-person flight deck is seen as confirmation that more sophisticated systems are justified in current aircraft. The net benefits — including efficiency and flight safety — make it hard to put forward the opposing argument.

Yet it's worth noting that in the early days aircraft had just one pilot. The Wright Brothers flew together only once, and many early pioneers including [Amelia Earhart](#) (1), the first female to cross the Atlantic Ocean alone, flew solo. Even modern small and medium planes often have just a single person at the controls. More people were added to the cockpit of airliners in the mid 20th century because increasingly complicated electronics kept finding their way on board — from navigation aids to radio communications equipment. A minimum of two are need these days simply to handle the computers and checklists.

Advancements in that technology may be reaching their limit, with modern electronics starting to become too much for even an experienced pilot to handle when they malfunction. Captain Kevin Sullivan barely managed to wrest back control of [Qantas Airways Ltd. flight 72](#) when his Airbus SE A330 suddenly pitched toward the earth, twice, on its way from Singapore to Perth in October 2008. In "No Man's Land: The Untold Story of Automation on QF72," the former U.S. Navy pilot later wrote he felt like he's "in a knife fight with this aeroplane, and it has cut me twice."

A decade later, system malfunctions ended in greater tragedy. Having decided to recycle the design of an existing aircraft, rather than start from scratch, Boeing Co. came out with the [737 Max](#). The placement of larger, more fuel-efficient engines meant the company had to tinker with some of the fundamental physics that govern balance and lift in an aircraft, and opted to adjust for these changes with software that runs the flight controls. Pilots were unaware, resulting in two separate crashes and the loss of more than 340 lives.

Boeing has since been chastened, and the world has learned from those disasters, putting us back on a path to even safer flying just as the global pandemic recedes. In coming years, even more aircraft with their sophisticated control systems will be taking to the skies and reconnecting the world. Aviation enthusiasts, affectionally called AvGeeks, will be documenting their journeys and reminding us of all that's been accomplished.

But you don't have to be able to distinguish a Boeing from an Airbus, or a wingtip from a winglet, to appreciate aviation. You need only marvel that we can fly.

https://www.washingtonpost.com/business/spotters-remind-us-how-far-aviation-has-come-in-120-years/2022/03/05/de809c18-9ce8-11ec-9987-9dceee62a3f6_story.html

Drug Expiration Dates - Are Expired Drugs Still Safe to Take?

Medically reviewed by [Leigh Ann Anderson, PharmD.](#)

You pull a bottle of medicine from your cabinet, but see it expired a year ago. You may ask:



- Can I safely take a medication if it has reached the drug expiration date?
- Are there recommendations about the best way to store my medications?
- Which drugs should never be used past their expiration date?

For many patients, these questions arise because medications can be expensive and it is costly to frequently replace expired -- but unused -- medications. But is it safe to use medicines past their expiration date?

What does an expiration date mean?

The expiration date is the final day that the manufacturer guarantees the full potency and safety of a medication. Drug expiration dates exist on most medication labels, including prescription, over-the-counter (OTC) and dietary (herbal) supplements. U.S. pharmaceutical manufacturers are required by law to place expiration dates on prescription products prior to marketing.

For legal and liability reasons, manufacturers will not make recommendations about the stability of drugs past the original expiration date.¹ However, for most drugs, it's just an arbitrary date, usually 1 to 5 years out, that the manufacturer selects to test drug stability. Once the container of medication is opened after production, that expiration date is no longer guaranteed.¹¹

The expiration date of a drug is estimated using stability testing under good manufacturing practices as determined by the Food and Drug Administration (FDA). Drug products marketed in the US typically have an expiration date that extends from 12 to 60 months from the time of manufacturer. Once the original container is opened, either by the patient or the health care provider who will dispense the drug, that original expiration date on the container can no longer be relied upon.² However, the actual shelf life of the drug may be much longer as stability studies have shown.³

At the pharmacy, "beyond-use" dates are often put on the prescription bottle label given to the patient. These dates often say "do not use after..." or "discard after..." and are required by the Board of Pharmacy in many states. These dates are typically one year from the date of fill. But why would these expiration dates be different?

- According to the manufacturer, the stability of a drug cannot be guaranteed once the original bottle is opened.
- Heat, humidity, light, and other storage factors can affect stability.

Pharmacies, both retail and hospital, nursing homes, and consumers toss away billions of dollars of medications each year based on stamped expiration dates on stock bottles. In fact, according to a report from Allen⁹, hospitals alone discard over \$800 million in drugs annually.

The United States Pharmacopeia (USP), the body that sets the standards for pharmaceutical quality in the U.S., recommends using "beyond use" dates. The "beyond use" date would never be later than the expiration date on the manufacturer's bottle.⁴

Do expired medications lose their potency?

The best evidence that some drugs can last past their expiration date is from the Shelf Life Extension Program (SLEP) undertaken by the FDA for the Department of Defense.^{2,7,11}

The original purpose of the SLEP program was twofold: to determine the actual shelf life of stockpiled military medications for future use, and to save government dollars.⁵

- Over 3000 lots, representing 122 different drug products, were assessed in the SLEP program. Potency, pH, water content, dissolution, physical appearance, or presence of impurities were assessed.
- Based on stability data, expiration dates on 88% of the lots were extended beyond their original expiration date for an average of 66 months. Of these, roughly 12% more lots remained stable for at least 4 years after the expiration date. Of these 2652 lots, only 18% were terminated due to failure.¹¹
- Examples of common drug products that were tested with no failures included [amoxicillin](#), [ciprofloxacin](#), [diphenhydramine](#), and [morphine sulfate](#) injection. Drug expiration **extension** dates on these products ranged from 12 months to 184 months (over 15 years).⁸ Biologics are not included in the SLEP program.
- Potassium iodide, which has been stockpiled in the US for a radiation emergency, has shown no significant degradation over many years.¹¹
- In June 2020, FDA stated that expiration dates could be extended for certain stockpiled influenza antivirals such as Tamiflu 75 mg capsules and Relenza if stored under labeled conditions and for **emergency use** in individual states.⁷ Expiration dates could potentially be extended for 15 years for Tamiflu and 10 years for Relenza.⁷

Also, testing reported in *The Medical Letter* in 2015 showed that many medications were still potent decades beyond their expiration dates. The authors note that there are no published reports of human toxicity due to ingestion, injection, or topical application of a current drug formulation after its expiration date.¹¹

These results suggest that many drug products may have extended shelf lives beyond their expiration date. However, it is difficult for any one consumer or health care provider to know which product could have an extended shelf life.

The ability for a drug to have an extended shelf life would be dependent upon the actual drug ingredients, presence of preservatives, temperature fluctuations, light, humidity, and other storage conditions. Additionally, the drug lots tested in the SLEP program were kept in their original packaging. Once a drug is repackaged into another container, as often happens in the pharmacy, the shelf-life could decline due to environmental variations.³

Is it safe to take expired medications?

The U.S. Food and Drug Administration recommends never taking drugs beyond their expiration date as it is risky with many unknown variables. For example, how your drug is stored before you receive it, chemical make-up, and original manufacturing date can all affect potency of a drug.

In 1963, a report was published that tied degraded [tetracycline](#) use with a form of renal tubular (kidney) damage known as "Fanconi Syndrome"; however, that formulation of tetracycline is no longer marketed in the U.S.^{1, 11}, and many medical experts question the results of this case report.

Solid dosage forms, such as tablets and capsules, appear to be most stable past their expiration date. Drugs that exist in solution or as a reconstituted suspension, and that require refrigeration (such as [amoxicillin suspension](#)), may not have the required potency if used when outdated. Loss of potency can be a major health concern, especially when treating an infection with an antibiotic. Additionally, antibiotic resistance may occur with sub-potent medications.

Drugs that exist in solution, especially injectable drugs, should be discarded if the product forms a precipitant or looks cloudy or discolored.¹

Liquid drugs such as eye or ear solutions, oral liquids, or topical solutions may undergo evaporation of solvents over time.¹¹

Expired medications that contain preservatives, such as ophthalmic (eye) drops, may be unsafe past their expiration date. 1 Outdated preservatives may allow bacterial growth in the solution.



Can you use an expired EpiPen?

Epinephrine is an unstable chemical subject to degradation. The manufacturer states [EpiPen](#) autoinjectors should not be used after the expiration date as the epinephrine has been shown to lose its potency.¹ EpiPens are used in life-threatening situations like anaphylaxis, a life-threatening allergic reaction, so there can be a major health threat or death linked with an expired EpiPen.^{12,13}

The FDA requires that epinephrine autoinjector expiration dates ensure that the devices contain at least 90% of the original dose of epinephrine.

- In a study of over 30 pens that had expired up to 7.5 years earlier, the decrease in epinephrine content was proportional to the number of months past the expiration date.⁶
- Another small study found that out of 46 autoinjector devices, 80% (37 devices) still retained 90% epinephrine content after a median expiration date of two years. Devices up to 6 months past the labeled expiration date maintained 100% of epinephrine content.¹⁴
- No data exists on other epinephrine autoinjectors such as Auvi-Q.¹¹

Talk to your doctor about use of an epinephrine autoinjector after its expiration date. In general, it's best to keep up with new injectors before they expire to prevent a mishap due to a subpotent medication.

Epinephrine autoinjectors are often carried on the person from place to place and may be subject to variable heat and humidity conditions. Also, be sure to replace any epinephrine injectors that may be stored at your child's school before they expire, too.

Read: [Understanding Anaphylaxis: Don't Let It Shock You](#)

In addition, epinephrine autoinjectors or syringes have become more affordable and are covered by most insurance carriers due to the availability of generics at the pharmacy. Manufacturers may be able to offer copays coupons or patient assistance, as well. Learn more about financial assistance [here](#).

Which medications are unsafe after their expiration date?

There's really no way to know if a drug is safe unless its tested for potency, but here are some common sense measures:

- [Insulin](#) is used to control blood sugar in diabetes and may be susceptible to degradation after its expiration date.
- Oral nitroglycerin (NTG), a medication used for angina (chest pain), may lose its potency quickly once the medication bottle is opened. [Vaccines](#), [biologicals](#) or blood products could also be subject to quick degradation once the expiration date is reached.
- Tetracycline may produce a toxic metabolite, but this controversial among researchers.⁸
- Medicines that looks old: powdery or crumbling medicine, drugs with a strong smell, or dried up medicine (as in the case of ointments or creams) should always be discarded, expired or not.
- Any injectable medication, especially if cloudy, discolored or with visible floating particles.

How should I store my medicines to maintain their shelf life?

Proper storage of medications may help to extend their potency. The bathroom and medicine cabinet are not ideal places to store medications due to heat and humidity. Similarly, medications should not be left in a hot car or glovebox, or in freezing weather.

Most oral, solid medications remain most stable in dry, cool spaces away from light. Keep the prescription bottle caps tightly closed and always keep medications out of reach of children and pets. Look at your package insert for proper storage instructions, or ask your pharmacist. Be careful to follow any instructions for refrigeration or freezing.

Bottom Line

Should patients use expired medications or not? It's **always best to use medications that are NOT expired**; it's just the safest route.

If a medication is essential for a chronic and potentially life-threatening disease, for example, a heart condition, cancer treatment, seizure, or life-threatening allergy, get a new prescription **before it expires** and keep up with refills as needed. If an expired medication is taken, and the patient notices the drug has no effect, the medication should be replaced.

These drugs may pose serious problems if they're expired:

- a biologic product
- insulin
- a refrigerated liquid or other medicine
- eye drops
- injectable medicine
- a specially compounded medication
- any drug that looks like it is degraded or cloudy, or has a noxious smell, should be discarded and replaced immediately; do NOT use.

Ask your pharmacist or doctor questions about expired medications who can offer the best information and advice specific to your situation.¹ When in doubt, it's always best to get a new, unexpired medication.

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Letters

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

Whit Simpson - Nashville, TN

20 years and counting since I last set the parking break on that Beautiful 777.

All is well with my replacement titanium landing gear on the left hip, and triple bypass of my hydraulic lines a few years ago.

Please stay well, and we'll see everyone someday on that flight WEST we all must take for that final check ride.

All the BEST,

Whit

Class of 2002

Howard Morgan – Longmont, CO

Howdy fellow Pilots,

I have just reached 85 years successfully. All systems working.

During the lockdown when everything was closed except Lowes and Home Cheapo, I decided to build some rooms in my empty basement. It took a little longer than I expected but will be done in April. We will have an "Open Basement " [like an open house] on April 24th.

I have been in love with aviation since I was a little kid and I do miss flying airliners and am still happy to be able to fly my Cessna's. The other thing that I miss is layovers as I was always able to find interesting things to do and see in many places. Here are a couple of stories that you might like:

Mel Finzer and I [both sons of UAL employees] had a layover at ROC in which we decided to drive down to Hammondsport, NY to Visit the Glenn Curtiss Museum. While in the museum library, I off handedly mentioned that I was shown a book many years before that had a picture of my dad in it and had No idea if I'd ever see it again.

Mel picked a book off of the shelf, opened it up TO THE PICTURE! The picture was of him sitting behind a microphone at a table and on the wall was a clock that he had redesigned the face to fit the job. It was taken at MDW probably in the early 30s. Dad started at National Air Transport in 1928 and retired from UAL 43 years later.

After this amazing event, we went on to a nearby winery, Bully Hill Winery, where a very personable and gorgeous guide talked us into buying two bottles of Space Shuttle Rose. The label has a watercolor painting of the space shuttle which had made its first flight very recently. My bottle is sitting on my newly built bar today.

OH, and a librarian friend of mine was able to obtain three copies of the book for me!

In December of one year Pete Novak and I [can't remember the SOs name] had a 727 trip ORD-BVT-ORD that happened to have us laying over on Christmas Eve. We had the same FAs for the month so we came up with a plan to take the whole crew to Stowe VT for dinner at the Von Trapp Family Lodge. The dinner, the lights, the music and a light snow was an event that is unforgettable.

My son Butch [HPM3] was unable to get hired by UAL and is now flying for Alaska Airlines on the 737. They have ordered 145 new 737 Max 9s so his advancement will hopefully be fairly rapid. They go too far more destinations than I had imagined.

Daughter Jamie Is a school administrator in Chester Virginia and is doing well. Each has three kids / grandkids.

I'm still heavily involved in the Longmont KLMO airport and sadly, the facilities are very poor for a city of 100,000 population and the city govt. just won't spend a nickel on it. So frustrating!

On warm days, you can find me at Hangar 33H or call me at 303-601-3536. I'll come over! Besides airplanes, were doing several BMW motorcycle restorations an Austin Healey that I have owned since 1958.

Over,

Howard Morgan

Mike Hepperlen – Batavia, IL

Hi Everyone,

Peg and I have had an exciting year, for us anyway. We moved to a senior living home in Batavia, IL. We started talking about it in January, started looking in February and found our new home in April, and moved in 2 months later. Our home sold in July, and we closed in August. Our zip code is 60510, as I mixed up a couple of numbers for the RUPA Directory. We have a nice view overlooking a marsh and a corn field. The wildlife viewing in the marsh is exceptional as it changes daily.

We hosted my sibling reunion in September in Door County Wisconsin and went on our annual bird hunting trip in Nebraska in November. A cruise is planned this July if Putin doesn't mess it up.

We have met a lot of new friends and find ourselves the youngsters again as many of our friends are a little older than 87.

Mike Hepperlen
DTW, ORD



UNITED AIRLINES

Sunee Jines - Carmel, CA

2022

Dear Rupanews,

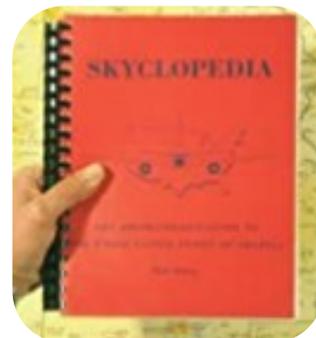
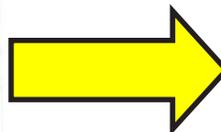
5 years this year since
Mitt flew west - so pleased
that he is still remembered
in the publication due to
his Skyclopedias sense
of humor...etc..

Sunee Jines

IS IT ME, OR IS EVERYONE AROUND HERE STRANGE LOOKING?

Beautiful

good



Ralph DiLullo– Charlotte Court House, VA

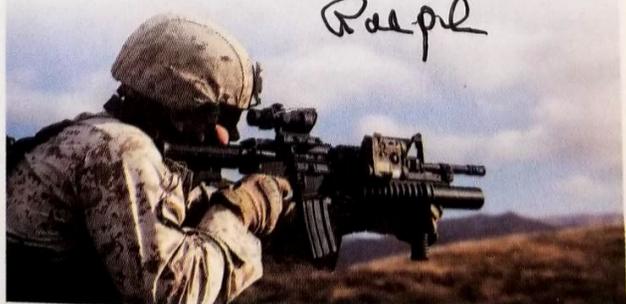


Col Ralph S DiLullo, USMC (Ret)

MARCH 2022,
OUR OLDEST GRANDDAUGHTER
WAS MARRIED IN SEPT 21, SHE
MARRIED A CORP. 757 CAPT.

The NEXT DAY, MY #2 SON AND
I WENT OUT TO THE DESERT
AND I FLEW A F5. WE
COULDN'T GET TO THE
SUPERSONIC AREA BECAUSE
OF SMOKE + HAZE. MAYBE
NEXT YEAR! THANKS TO
Geo. COX + RUPA- Best wishes

Ralph




In Memoriam

RUPA members who have Flown West

Lawrence “Jack” Ashford



Lawrence Judson Ashford, Jr. (Jack) was born in Colby, Kansas on June 30th, 1932.

He was the oldest child of Lawrence Judson Ashford, Sr. and Edith Josephine Ashford (nee Wheaton). He passed away peacefully on Friday, January 14th, 2022 at 2:20 a.m.; with Jenni praying with

him.

Jack had given his life to the Lord years ago and believed that when he died he would be with the Lord for Eternity.

He attended Grade School in Colby; growing up with all of his family and cousins around him. This is where as a child he would go flying with his Dad at 9 years old in a J-3 Cub and he would be allowed to take one lap around the field and take a lesson. On his 16th Birthday, he spent the whole day with his Dad; got his Driver's License and his Pilot's License.

They moved to Limon where he attended Junior High and then when they moved to Colorado Springs, he attended High School.

He graduated in 1950 and went to Colorado University (C.U.) in Boulder for 2 years; studying Aeronautical Engineering.

Jack was married to Ann (Habiger) when he was 19. They had four children - girls, Robin, Lark, Jay and a boy, Martin; all birds' names.

He worked in Colorado Springs, designing ejection seats for Military Jets. He was hired as a Pilot by United Airlines in February, 1955.

They were divorced in 1963. He purchased a Flying Business at Longmont Airport; which was known as Ashford Aviation and became Airport Manager for 5 years.

He married Nancy (nee Craw) (Skitt) in 1964. She was a widow with 4 boys. He sold Ashford Aviation when they moved to California in 1969; flying as Captain for United Airlines.

They divorced in 1981. He then married Karla (Eckrem) a divorced Mother of 3 boys who were grown - and they were divorced in 1992.

During his career of 36 years with United Airlines, from 1955, Jack flew the DC-3, DC-6, DC-7, DC-8, DC-10, B-707, B-727, B-737. Jack flew Internationally as Captain for 6 years; from 1986 on the Boeing 747 between San Francisco to Honolulu, Hong Kong, Bangkok, Osaka, Tokyo, Singapore; also Sydney and Melbourne, Australia, (B747-400, 1989) until 1991; when he retired at 60 years old.

Flying was Jack's passion. In his spare time, Jack bought and sold airplanes and built experimental aircraft; also owning a bi-plane. He enjoyed aero-acrobatics (stunt flying) in various Air Shows and owned a North American P-51 Mustang; a World War fighter plane which he flew and loved. He owned many planes over the years and would fly friends and family all over. He flew the J-3 Cub, J-5 Cub, Cessnas, Pipers, Avion, Range Master, Mooney and Clipper. The last plane he owned with his flying partner, Lou DaHarb, was a Grumman Traveler and they would fly to Greeley for breakfast or lunch.

Jack became a licensed Realtor in 1981 and owned a number of Rental properties, private homes and businesses over many years; the last rental being sold recently.

In 1993 he met Jenni (nee Upton) (Muller) and they were married on December 26, 1993. She had three children from a previous marriage. They met through the Christian Singles Network; just before Internet dating. They both loved music; both played the piano and they would often entertain friends playing duets on the keyboard and piano. They enjoyed swimming and two of their homes had an indoor swimming pool. Jack loved Architecture and design and designed the swimming pool

and surrounding pool room in their "Lake House" in Longmont; next to Terry Lake.

Jack loved the various dogs that they welcomed and these were part of their family. In 2012 they sold their home in Longmont and moved to a ranch home in Mead, Colorado. Jack had previously bought Action RV in Berthoud and when the company moved to Loveland they traveled and attended RV Shows and enjoyed some camping trips. At the same time they were members of the Colorado Classic Convertible Club; going on various trips around the USA. They owned a red and white 1967 Lincoln Convertible; which was his favorite and they would drive in the St. Patrick's Parade in Denver and also drove in a number of Christmas Parades in Longmont. Jack was a lifelong car enthusiast; owning, buying and selling many different vehicles; registered company was Ajax II.

Jack was a member of the Rotary Club of Longmont for many years. They hosted a number of Russian groups and he volunteered and served the community. Jack and Jenni became members of Rocky Mountain Christian Church when they were married and in recent years were members of Life Bridge Christian Church in Longmont and recently became affiliated with Whitefields Community Church. Jack enjoyed listening to Sunday Services on the Internet because he was confined to a wheelchair and became unable to travel in a car. Throughout the time of being confined to a power wheelchair, for the past 7 years, he remained so brave. His movement disorder had become more serious in recent years. In November, 2020 he was diagnosed with congestive heart disease and Stage 3 kidney disease. Tru Community Hospice Care began their amazing care for Jack in their home. He was so grateful for this care... and continued to love telling his jokes; having such a great sense of humor. Jack believed that he would reach the age of 90 in June and was intending on having a "big party". He was able to enjoy a family gathering this past Christmas Eve, 2021 in their home in Mead, Colorado.

Jack was also an avid reader and loved receiving his RUPA (Retired United Pilots' Association) monthly magazine; always turning to the back to read who had "flown West". It was the highlight of each month!

He was sensitive, kind and loving, a "gentle giant"; and he always saw the best in someone. Jack was peace-loving, forgiving and full of grace.

He will be missed by all who knew him. Jack is survived by his wife, Jenni (married 28 years), his children Robin, Lark, Jay and Martin (Star), grand-daughter Amber Ashford, step-children Grant Muller (Adrian) Candice Kingston (Lucas), grand-sons, Will, Gavin and Gray, nephew David Clancy, great-nephews Wheeler, Scott and Max (Aspen area) and cousins. Jack is preceded in death by his Father (Lawrence Judson Ashford, Sr.), Mother (Edith Josephine Ashford (nee Wheaton) and sister, Peggy Ashford, niece Jill Haxton-Miles, cousins and step-son Mark Muller.

A Celebration of Life was held February 19, 2022 at 11 a.m. at Whitefields Community Church 2950 Colorful Avenue, Longmont CO 80504. In lieu of flowers, donations can be made to: Whitefields Community Church, Longmont, Rotary Club of Longmont, Urban Peak (Denver), Tru Community Hospice Care, Lafayette.

Published by Longmont Times-Call from Jan. 23 to Jan. 30, 2022.

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



Carl C Carlsen



Carl Carlsen flew west on January 30, 2022. His loving wife of 69 years, Barbara, was by his side at their home in Bothell, WA for his final departure.

In August 2021, Carl celebrated his 90th birthday with Barbara and the families of their three children, five grandchildren, and his great-granddaughter who shares the same birthday.

Carl's passion and dream as a poor farm boy growing up in the Catskills during the depression and war years was to fly. He fulfilled that dream when he flew his first solo flight in 1957 at Wurtsboro Airport on the same day his daughter Bev was born at the Ellenville Hospital. Thirty-four years later, his flying protege son Neil (Delta) rode in the cockpit on Captain Carlsen's retirement flight, completing a 27 year career with United Airlines.

Carl's early years were centered around Ellenville, NY, a small town in the Catskills where he was born and graduated from high school. After high school, Carl worked at the local bank before starting a successful insurance company. Carl soon caught the flying bug, spending most afternoons and weekends at the Wurtsboro Airport where he built time towing gliders, flight instructing, air taxi, and flying his own airplanes.

After being hired by United in 1966, Carl spent the first half of his career based at NYC airports flying the Viscount, 727, and DC-8.

Carl and Barbara moved to Santa Paula, CA in 1979 where he initially flew the DC-10 out of LAX. Carl's first captain seat was on the 737 enduring a long commute to CLE. After flying out of DEN, SFO, and LAX, Carl was a Line Check Airman on the 737, flying his final flight as captain in 1991. Carl and Barbara spent their retirement years living north of Seattle.

Carl never stopped loving "little airplanes." During the early years at Wurtsboro, NY, he owned several planes including an Ercoupe, a C-195, Piper Apache, and several more. Perhaps his two favorites were a Howard DGA-15 and a Stampe SV.4C, both kept at his hanger in Santa Paula, CA. The last plane Carl owned was a wonderfully restored C-180 kept at his hanger in Arlington, WA. As his eldest son Scott said: "Dad was always about flying. He was our pilot."

George Edward Wainscott Jr.



Naples - Captain George Edward Wainscott, Jr, a Naples resident since 1984, died peacefully at home March 6th surrounded by family.

George was born in 1933 in Atchison Kansas to George Edward Wainscott and

Constance Mize Wainscott. He received a degree in Mechanical Engineering from the University of Kansas in 1956, then entered the US Navy Air Training Command as a Naval Aviator in 1957. After active duty flying sub hunters off aircraft carriers, he continued in the Naval Reserves, becoming commander of a transport squadron out of Whidbey Island, Washington.

He began his professional career with United Airlines in 1960 as a flight engineer on the DC6 and continued for more than 32 years with, as he often told everyone, "the best job ever" until he retired as a 747 Captain on long haul routes to Asia and Europe in 1993. His proudest professional moments were flying US troops back from Iraq during Desert Storm.

He began a lifelong passion for volunteering and nonprofit work by combining his passion for service to others and his love of the sea and wooden boats by serving on the board of the Northwest Seaport in Kirkland, Washington. He enjoyed racing and sailing the waters of Puget Sound and the San Juan Islands in Washington State, especially with his sons.

In 1996 he began volunteering with Habitat for Humanity and spent more than two decades building homes for families in Collier County and served as a Life Director on the board. George also served on the board of directors for St Matthew's House for 16 years.

George and his wife Marilyn discovered a passion for cruising after his retirement, and the two enjoyed visiting as many new foreign ports of call as life would allow. George had a deep love of opera, classical music and the theater, particularly in Seattle and London. George was a life-long Episcopalian and a member of Trinity by the Cove in Naples where he served on the Vestry and in several other capacities.

He and Marilyn just celebrated their 60th wedding anniversary. George is preceded in death by his parents George Edward Wainscott Sr and Constance Mize Wainscott and sister Diane Wainscott. He is survived by his wife Marilyn Wainscott of Naples, his brother Jeffrey Mize Wainscott and wife Katherine of Burgess,

VA; sister Deborah and husband, William Chatterton of Mason, WI; sons Christopher Mize Wainscott of Naples, FL and Grant Matthew Wainscott and his wife Courtney, of Atlanta, GA. He was a loving grandfather to Matthew Wainscott, Beth Walker, Amelia Wainscott and Chase Wainscott, and great grandfather to Carter Wainscott.

A celebration of life is planned for March 28 at 11 AM at Trinity by the Cove Episcopal Church in Naples, Florida. In lieu of flowers please consider a donation to Habitat for Humanity of Collier County or Trinity By The Cove Episcopal Church.

Online condolences may be offered at FullerNaples.com.

[Posted online on March 11, 2022](#)
[Published in Naples Daily News](#)

Flown West

Remembering United Pilots who have Flown West

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

**denotes RUPA non-member*

Lawrence "Jack" Ashford	Jan 14, 2022
Carl C Carlsen	Jan 30, 2022
Charles "Lee" Casey *	Feb 11, 2022
Leo D Linhard	Oct, 2021
Melvin "Mel" E Volz *	Feb 15, 2022
George E Wainscott, Jr.	Mar 6, 2022

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PDX: Columbia River Geezers...Steve Barry..... sbarry72@comcast.net

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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

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



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) - Location To Be Announced. - *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, 12:00 Noon) - *Harry's Hofbrau, Redwood City, CA* 650-349-6590

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

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

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

Colorado

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

Florida

JAX: Florida First Coasters (1st Tues. 1300 hrs) - *Loc TBD* - Guests Welcome, Jim Peterson 970-201-6149

DAB: 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* - Jim @ 954-532-9960

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 @ 706-495-0002

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 Whiteley 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 - Apr 2012

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Journal of the Retired United Pilots Association

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Journal of the Retired United Pilots Association

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Alpen Aviation
TRAVEL AIR 5000
1928 - 1929



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



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



5. 1947 — DOUGLAS DC-6 MAINLINER — 300 M.P.H.

Equipped with pressurized cabins, reversible pitch propellers and heat anti-icing, the DC-6 MAINLINER joined United's fleet in 1947. Powered with 4 Pratt & Whitney Wasp R-2800 engines, each capable of developing 2,100 horsepower, the DC-6 reduced coast-to-coast flying times to 9½ hours. Besides a crew of 5, the plane carries 50 to 58 passengers and up to 6,000 pounds of cargo. Its maximum cruising range is 4,150 miles and normal cruising speed, 300 M.P.H. This picture shows the DC-6 MAINLINER about to land — flaps and landing gear are down.



Member Photos

Member-submitted layover and work-related photos



Cockpit accessory



Mike Oberbeck & Editor GeorgE. 2002 - by Mike Oberbeck.

Send those "Hero Shot"
Photos to
RUPAEditor@rupa.org



Phil Irwin. SYD. March 2013



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