
rupanews



Journal of the Retired United Pilots Association



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Member Photos

Member-submitted layover and work-related photos



Circa mid 80's. It was the Interline Race Week in BVI with airlines from all over the world racing chartered boats. United had the most boats entered.
By John Pinter



Phil Irwin. SYD - March 2013



Capt. Charles (Chuck) Kahl and Second Officer Charla Kahl. DEN-SEA in 1989.
Capt. Charla Paoli now flying the Dreamliner.



Capt Al Langelaar attempting a street crossing. SGN - 2005. By Leslie Thomas

Send Photos to
rupaeditor@rupa.org



NOTAMS

About the Cover Retired DC-8 Jet Mainliner (N8066U) - [California Science Center](#),
Exposition Park, Los Angeles - CA by Google Earth

About the Back Cover Sunrise over London. By Phil Irwin. SFOFO

Do you get a monthly email titled "Your eRUPANews is here"?
The eRUPANews is in full-color with links to additional information.

If not, you may have unsubscribed from RUPA emails, or the email goes to
your junk file, or we don't have an email address for you.

If unsubscribed, you must give us a [new email address here](#) or resubscribe.

To resubscribe, email iContact at support@icontact.com and ask them to
resubscribe you to the Retired United Pilots Association list.

Include your name and email address.



Quit playin' around like the Jenny in this rare stamp
and send your annual letter to RUPAEditor@rupa.org

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

Snowbird NOTAM

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



DUES

How to pay your RUPA dues

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

RUPANEWS (USPS 017-562) is published monthly for members for \$35 per year (see above for how to pay) by the
Retired United Pilots Association, 1700 Van Ness Ave #1216, San Francisco, CA 94109.

Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices. (Do not mail Dues here.)
POSTMASTER: Send address changes to RUPANEWS, P.O. Box 757, Stowe, VT 05672-0757

President's Letter

Don Wolfe rupapres@rupa.org



Neva Nichols sent us an email with some entertaining tales about her father, **Captain Cecil Wyman**. One story entailed pea soup fog in L.A. and it didn't deter Captain Wyman from completing his flight. It's in this issue. Cecil turned age 99 on March 21, has a better chance than seeing age 100 than any of us and still recalls his United Airlines flying career with great pleasure. We hope to hear more from Neva about Captain Wyman's adventures and we hope to hear from you too. **Sons and daughters of United pilots; we want your stories about Mom and Dad.**

Captain David L. Webster IV penned a ["There I Was . . ." story in November 2020](#) about a gentleman sustaining a painful injury on the splash pan while using a blue room toilet. It was never clear to me as to whether the man was sitting or standing.

Regardless, further review of Captain Webster's handling of the sensitive situation, ability to fade in to the crowd upon arrival, and emerge unscathed with his LCA career intact is highly commendable. The "gold bar" was set.

In light of emerging unscathed from an unfortunate event like Captain Webster, I am moved to award the **"RUPA President's Gold Star Award"** to Captain Joel Turpin for his ["There I was...Rope Start"](#) in the May 22, 2022 edition. I've previously read about mechanics using the rope start technique on the PBY Catalina airplane to spin an engine with the starter of the other engine, but never one about the twin Beech. ([crop duster example](#)) Joel, that was the best rope start story I've ever heard and it was funny! Congratulations to Captain Joel for surviving an R-985 rope beating and achieving the Gold Star Award.



Crop Duster Ropestart

Don Burbank, President of The Retired United Airlines Association (RUAEA) formed a "Retiree Presidents Committee" (RPC) under the RUAEA organization to represent all of the retirees that have worked for United. The idea is to have 1 common voice for 10,000 retirees. Don will be opening a dialog with UAL HR in June. Members of the new committee are:

- **Don Burbank** - RPC Committee Chair
- **Don Wolfe** - President RUPA
- **Marian Bruns** - President RAFA-CWA, Retiree Association of Flight Attendants and Communication Workers of America
- **Peggy Griffin** - President Clipped Wings
- **Gary Peterson** - President ARECA, Association of Retired Employees Continental Airlines

The first joint venture of the RPC was promoting United's DOT request to fly the route between IAD and CPT (Cape Town). Our plan was to help United achieve their goal by sending a "form letter" to all retirees that could be personalized and emailed to the U.S. Transportation Secretary in support of the route. You should have received this information in an Eblast. We're hopeful that United management can see the value offered by retirees in helping them achieve their goals. In turn, they can work with us to improve our retiree benefits.

RUPA is helping RUAEA to promote their 2022 Convention which will be held in San Diego on October 3-9. We've included some information in this month's news edition and the [full brochure](#) on our RUPA website. I'm planning to attend this year's convention to scope out the possibility of having our 2023 RUPA Convention under the same tent. The increased number of attendees via a combined convention will offer bigger discounts, better tours and a whole lot more people that want to hear your flying stories! If you're looking for a great fall vacation, join me in San Diego this October.

I flew 9 kids on EAA Young Eagle flights last week in support of the EAA national program. Our EAA Chapter 526 has 6-8 events per year with an average attendance of 50 youth ages 7-17. The biggest thing I noticed following the event was all of the bugs on the Cessna 180. The good news is: *Bugs on 180 = Summer.* I like it.



Captain Dan Foster and Young Eagles

May you find joy in every day!

Wm

Captain Don Wolfe

Welcome New Members

New Member

Capt George "Tony" A Kohlmann
 Capt William "Bill" E Richter
 Capt Gary A Peterson
 Capt Mohamed "Mo" I Morsy
 Capt Michael H Carpenter
 Capt Mark F Bradley
 Capt Vicki M Kelley

DOM

SFO
 EWR
 SFO
 ORD
 DTK
 ORD
 IAD

Spouse

Channa
 Kimberley
 Nancy
 Rhonda Hoff
 Mary
 MaryAnn

Home

Spring, TX
 Southold, NY
 Idaho Falls, ID
 Chicago, IL
 Lakewood, CO
 Belvidere, IL
 Cranberry Twp, PA



From the Editor's Desk

George Cox rupaeditor@rupa.org



Several recent occurrences prompted this missive.

A few weeks ago I attended the Celebration of Life of [George Wainscott](#).

I didn't know a soul there but the family was very appreciative of a UAL pilot being present. I can't say I gave the decision to attend a lot of thought, or any thought whatsoever as to why I was the only UAL person there (as far as I know), it just seemed like the right thing to do. Normally I wouldn't have mentioned this because I feel it's a personal thing, but last week I got an email from **Capt John Hebbe** who went to a similar Celebration and he had a lot of thoughts on the subject. You'll find them at the beginning of the [In Memoriam](#) section.

As I assemble the *RUPANews* each month, I've noticed the number of letters dwindling. There are only four this month. One was from the daughter of a RUPArian and is included in the [There I was...](#) section. I'm not the only one who's noticed the decrease; Two members mentioned it in their submissions. Our President, **Capt Don Wolfe**, in his [President's Letter](#) and in an [email](#) from **Capt Dick Sanders**. Please send your letters. Inquiring RUPArians want to know.

I recently spoke with RUPArian **Capt Doug Crandall**. We flew together several times and also worked on some UAL special projects. Doug is one day older than me and during our reminiscing he said "Do you know it's been nine years since we left the cockpit?" Wow! I did not. Time flies. That is my *seguì* to the next recent occurrence.

In the [May RUPANews](#), **Capt John Gorczykca** recognized **Capt Jerry Blalock** for his [FAA Wright Brothers Master Pilot Award](#) for 50 years of flight. How time flies!. Your editor has egg on his face because I didn't include the photos but they are in this [issue](#).



Social media isn't for everyone but it can be useful. If you are on Facebook, did you know there is a [RUPA Facebook Group](#)? It's a private group, which means you need to ask to join and be approved. **Capt Cort de Peyster** is the admin and **Capt John Gorczykca** is a moderator. They run a tight, respectable Facebook Group.

Article Submission Checklist: If you send a letter or *There I Was...* Article, please follow these guidelines. This really helps me save time and sorting your email in my folders.

If you're not "glass" qualified (Can't do attachments and rename files), then "round dial" format is ok (Just send as you know how). As long as some can help, I'll be grateful!

- I prefer your submittal as an attachment with your email. but can also keep it within the email.
- Save the attachment in Word format (*doc* or *docx* file), not as a *pdf*, *txt* or *pages* format.
- Include your first and last name as a prefix in the file name. e.g. *Jim Fry* Annual Letter.doc
- If you have photos, attach them too. I can just drag and drop these into my folder.
- Extra days off if you include your name in the photo file name. e.g. *Jim Fry* Photo1.jpeg

Thanks, Editor GeorgeE

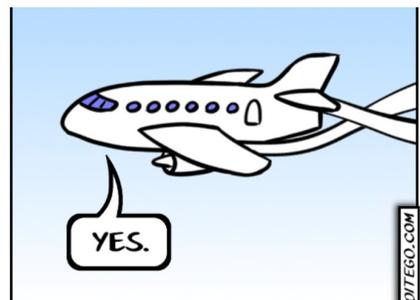
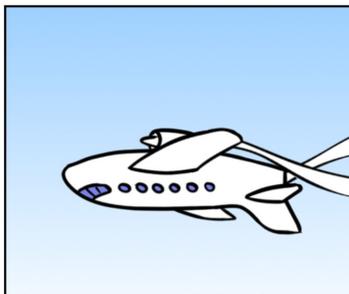
"This is your Captain Speaking"



There will be a slight delay in boarding. We seem to have lost an engine.



C'mon already! Just throw me the spare key!



Travel Report

Retiree Travel information



June 2022

Captain Pat Palazzolo
rupapasstravel@rupa.org

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

To all retired pilots who are new to pass travel:

(Yes there are many)

Quiz:

- A) Are you scrounging through the bottoms of your desk drawers looking for leftover write-your-own passes?
- B) Do you think a browser is a dog?
- C) Do you have a flip phone?

If you answered yes to any of these, this tutorial may be for you.

I've been getting a surprising number of emails from fellow pilots who haven't ridden on a pass in years, some for decades. Their lives are such that now is a good time to begin traveling again and want to know how. So I've decided to post all the information here that you may need.

There are two ways to list for and manage your flights. The first way is through employeeRes and the second way is through the United app. The United app is very simple and easier to use when you're on the go. And I highly recommend the United app as your primary means of managing your travel on United.

I'm attaching two links on the next page.

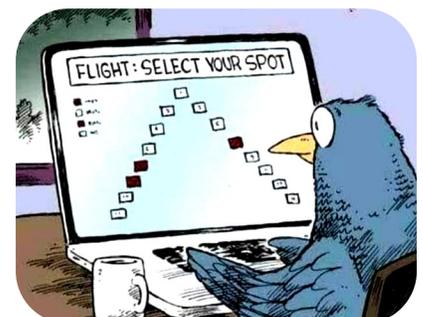
- The first one is information on how to use employeeRes.
- The second one is how to use the United app. But both links are accessed only through the United Web site, [Flying Together](#).

Flying Together, can be accessed at ft.ual.com

In order to log onto FlyingTogether you'll need to have a sign on (uxxxxxx) where x is your file number. Some pilots may have other letters, but most are "u".

If this is new to you, you'll probably need to get a new password. In that case you can find how to reset your password on the front of the Flying Together page where you sign on.

Forget champagne and caviar -
Taste the world instead



Once you've successfully logged on to the FlyingTogether page, you can tap or click on the Travel tab to find employeeRes. The travel tab has tons of information on pass travel. You should take some time to read through most of those. And once you're logged on you can tap on the following links for information on how to list and manage your travel.

After going to the the travel tab click on the link that gives information to new employees about how to use employeeRes. That link is also here.

<https://ft.ual.com/travel/new-employeeeres-information>

Then look for the link that tells how to use the United app. That link is here, as well:

https://ft.ual.com/travel/united_app_and_pass_travel

I recommend that you play with these and get used to them. I encourage you to list for flights just for practice. but don't forget to cancel them after you're finished practicing.

By the way, do you want your spouse or enrolled friends to be able to use the United App as well? After you become proficient at using the United app, email or call me and I'll tell you how.

Interline Benefits:

Retirees and employees have about 130 worldwide airlines to choose from that allow us and our spouses to travel standby at amazingly low discounts. Additionally there are eleven of the Star Alliance carriers who permit us to bring up to two companions with us as long as we accompany them. We are limited to 8 round trips per year to bring up to two companions with us. The names of these carriers can be found on the link below as well.

<https://ft.ual.com/travel/interlinetravel>

To access this link, you can click on it if you are reading the digital magazine. Otherwise go to Flying Together, click on the Travel Tab at the top, then click on "Other Airline Interline Travel." There's not really that much on the introduction page, so read EVERYTHING!

The good news is that when you buy a ticket using the MyIDTravel Purchase link on the page belonging to the airline you want to fly on, you are automatically listed when you purchase your ticket. All that remains is to check in within 24 hours of departure.

Again, I urge you not to wait until the last minute to buy this ticket or to list on United, Take some time ahead of time to play with it and get comfortable using it.

Two tips:

When selecting an airline on MyIDTravelPurchase, it automatically defaults to "All Airlines." By leaving it with this selection you will get incomplete information. Always enter the name of the airline you want to travel on.

When using an iPad to buy an offline ticket, you must use the tab button to move to the next box. With other devices you can just click on the next box. But not with the iPad.

Cheers,

Pat



United Airlines Historical Foundation

"Preserve the Past, Inspire the future"

www.uahf.org

From the book "Flying MacArthur to Victory"
By Weldon E. (Dusty) Rhoades

General Douglas MacArthur called me into his office and said he wanted me to fly him from Brisbane, Australia to Honolulu on July 26, 1944. He questioned me at some length about the trip - how long it would take, how many stops we would make, etc.

We did not have a suitable aircraft available to make the long twenty-six-hour-flight for the Conference with President Franklin Delano Roosevelt. As I had been given permission to requisition almost any airplane in the theater, I requested a Pan American Airways C-54.



General MacArthur, President Roosevelt and Admiral Nimitz

I arranged for one to arrive in Brisbane on July 2. We would replace three rows of seats with comfortable innerspring cot for the General and Admiral Nimitz to use. We would also install a radio that could receive standard broadcasting frequencies in case the General wanted to hear news reports.

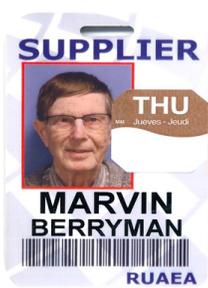
As the General had not previously been aboard a C-54, I made him familiar with its interior arrangement. When we boarded I invited him into the cockpit to watch the take-off, but he refused,

Since it was still daylight, he did not use the cot at all, but paced back and forth in the aisle during the next four and a half hours until we made our first stop and landed in Tontouta.

He said that he believed, since it was an Election Year, with the President Roosevelt running for an unprecedented fourth term, perhaps Roosevelt had summoned him for the simple purpose of providing publicity photos showing him with his two top Pacific Area commanders. He said: "He hoped the long trip was for a purpose more useful than that".

Early the morning of July 29, 1944 General MacArthur sent word to depart after his lunch with the President. When he arrived at the airplane at 2:30 p.m. I could tell he was in rare good humor,

I fell in step with him and had the temerity to ask if he had obtained what he wanted, He said: "Yes, everything. We are going on." I asked: "To the Philippines?" - He answered: "Yes, It will not be announced for a few days yet, but we are on our way".



"Dusty" Rhoades was Gen. Douglas MacArthur's personal pilot from late 1944 through 1945. Following the War he was instrumental in setting-up the system of Air Traffic Control used today.

He retired in 1971 with the title of Vice-President Engineering following a long career with United Airlines.

By Marvin Berryman
DENTK Retired.



"Dusty" Rhoades



Constructing the United Airlines Flight Training Center



United Airlines - University of the Air



The Loading Dock Ramp - Cafeteria Above



Constructing the Main Stairway



The Stairway Completed - Flags of Pilots in Training



Constructing the Courtyard



The Courtyard Completed

Marvin Berryman DENTK Retired. - We are accepting donations of **United & Continental** Memorabilia - Please mail them and/or your tax-deductible (\$) contributions to: **UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207** - email: tagoodyear@aol.com or phone: 1 303-696-7001

Luncheons / Local Reports

Check the Luncheon Information page for your area

SEA - Seattle Gooney Birds



Seated: Carol Granley, Margie Reid.
Standing: Blythe Knechtel, Cynthia Scott.

It's Thursday, May 12th, and Seattle's average rainfall total for this month has already been exceeded. This dark, gray, drizzly day is perfect for a gathering of thirteen Gooney Birds and four wives/spouses for a hot lunch and companionship at the SeaTac Marriott.

Topics varied widely and included the Alaska strike, UAL's pilot hiring surge, and upcoming vacation trips. With **Doug Postlewait** leading the way, several jokes were mixed with hangar flying and assorted memories of the early days.

Jack Brown, one of our most regular seniors, was absent due to illness and the group sent him get-well wishes.

For the Flock,

Hank Kerr



Seated: Bill Jensen, Eric Malm, Ted Elder, Doug Postlewait.

Standing: Bob Reid, Jim Barber, Phil Scott, Bud Granley, Rob Robison,
Larry Knechtel, Ken Banks, Doug Whitworth.

FLL - Ham Wilson S.E. Florida Gold Coast Group

We had a good lunch and a great exchange of our usual pilot stories some of which got repeated during the lunch and from other gatherings.

Steve Huber brought his son who is flying Lear jets.

Rather than round tables, our server **Herman** suggested that we do a little advertising and we probably won't get any royalties for seeing Galuppi's ad in the background. It was a good time and look forward to next month on the second Thursday of each month.

We were also happy to have **Dobbie Dobison** have lunch with us and everyone is welcome to attend our airline and others. Dobbie has a son who flies 737s in Miami for American.

The lineup below was random and not done by age or the person who makes the smoothest takeoffs or even alphabetically by height!

Jim Morehead



L-R: Rich Farmer, Bill Garrett, Jim Morehead, Lyn Wordell, Paul Livingway, Dan Petrovich, Dobbie Dobison, Steve Huber, and Paul Guidry.

DEN - Denver Good Ol' Pilots Group

On the second Wednesday of the month, May 11th, sixteen Good Ol' Pilots and guests met for lunch at The Golden Corral Buffet and Grill in Aurora. Our meeting began at 11:00 with some arriving as late as 11:45. Since the Golden Corral is a buffet style restaurant, members of our group dine when they wish.

Conversation was lively with an aviation war story theme predominating. **Ted Wilkinson** opened the meeting with some humor. Steve Jacques spoke about the rapid pace of hiring new pilots at United.

Attending: **Bob and Ann Blessin, Ray Bowman, Bob Dietrich, Larry and Joy Hawkins, David Horwitz, Steve Jacques, Tom and Sue Johnston, Cliff Lawson, Pete McConnell, Mark McGurk, Rob Schmidt, Ted and Rose Wilkinson.**

Tom

SMF - SAC Valley Goldwingers

Hello RUPArians. What a fun and invigorating luncheon we had. The highlight of the luncheon was a celebration for **Wayne and Joanie Mooneyham** as they celebrate their 60th wedding anniversary. **Wayne** celebrated his 84th birthday on the day we had our luncheon. He looks as good as any 35 year old United Airline Captain. I do not know his secret of youth but I am so impressed with his wonderful personality and demeanor.

As per the usual Goldwinger luncheon, many topics were discussed which enhances the dead time while we are waiting for our meals. The following were just a few of the lighthearted discussion items: We now have a new line maintenance facility at RDU and was instituted due to the United expanding fleet of airplanes. There were two new routes introduced to our route structure, DEN to Munich and ORD to Zurich. Singapore airlines announced an expanded codeshare agreement to 19 new, diverse and fast growing cities. Well, well, well...United expects a strong recovery in European travel this summer and is adding new non stop flights to the UK, Italy, Switzerland, Germany and France. And, United also will now be the one North American carrier to fly to popular destinations in Jordan, Norway, Portugal and Spain. Additionally, there will be a new route from BOS to LHR. Lordly behold, United has dropped its face masks requirement on its airplanes if you have not heard. We can breath again. United expects to return to profitability in the second quarter on a robust operating revenue outlook with a 10% operating margin. There was a good discussion of the United Captain that went on a Moonlight Mission to Ukraine while on an extended layover in Europe to assist the Ukrainians in any way possible. Kudos to this fine young Captain for his initiative and bravery for undertaking such an excursion. There was no reason expressed at this time but Thai Airlines cancelled their pass travel agreement with United. The last but not least of our discussion items was about a brochure I received from the Smithsonian that talked about "Ten Ways You Can Boost Your Brain Power Starting Now". The list included everything from using our brain or losing it to taking time off from the internet. All of which, I need badly.



Wayne and Joanie Mooneyham

I believe the most enjoyable part of our luncheon was the celebration we had for **Wayne and Joanie** as they are commemorating their 60th wedding anniversary on May 27th. They have known each other since Joanie was 13 and Wayne was 16. Joanie informed us that "Wayne is her most favorite person in the whole world and her very best friend". Of course, we would not expect anything less but very nice comforting comments.

As a part of their celebration, **Marv Alexander** painted a replica of an airplane that Wayne owns and flies in his spare time. I did not realize what a talented painter Marv was but we will be expecting a

painting from him each month. I hope he can keep up the rigorous schedule.

Ladies and gentlemen of RUPA, I am signing off and wishing you all a happy and prosperous summer. Come and join us at one of our monthly luncheons if you are ever in the Northern California area.

Still Flying High,

John Gorczyca

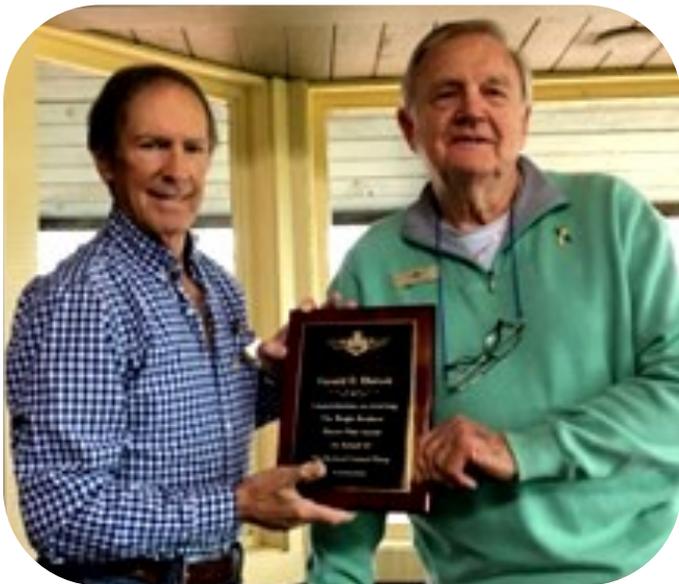


Wayne Mooneyham
Marv Alexander



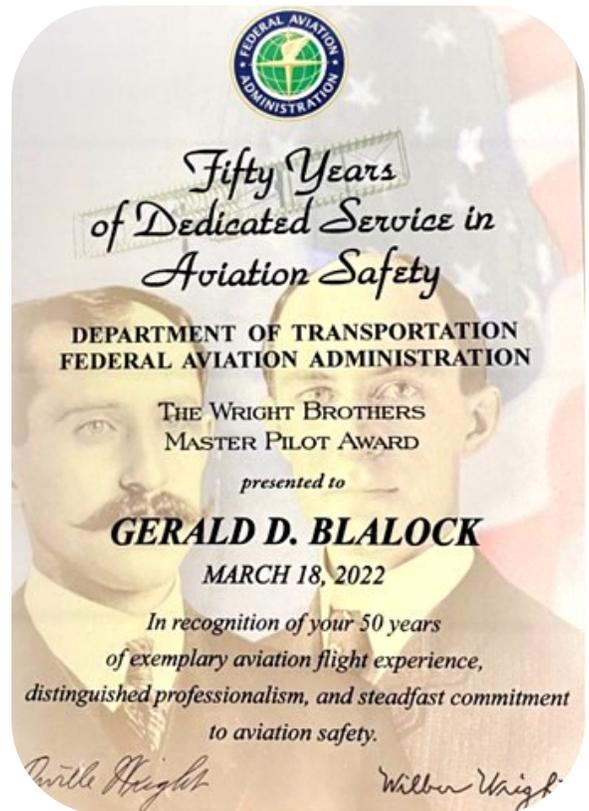
Seated L-R: Kathy Lynch, Trudy Engeldinger, Bob Lynch, Joanie Mooneyham, Wayne Mooneyham, Jerry Blalock.

Standing L-R: Gary Webb, Seanie Blalock, Ann Blalock, Kathy Cotter, Marv Alexander, John Gorczyca, Bill Authier, Karl Winkelbrandt, Dave Leippe, Jim Harty.



John Gorczyca & Jerry Blalock

Editor Note. At their last luncheon, **John Gorczyca** presented **Jerry Blalock** a congratulatory award on behalf of RUPA for his receiving the FAA's *Wright Brothers Master Pilot Award*. Photos accidentally omitted in May issue. Click [here](#) for the original story.



WE'RE HERE TO HELP

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

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

Check our website www.uaprf.com

SRQ - Sarasota Sunsetters

A good show with 11 participants showing up. All the snowbirds are gone, but we are eagerly awaiting their fall arrival. We pretty much concluded that we all want to go fly the big jets again, but nobody wants a job, so that got voted down with happy smiles all around.

Everyone is in good health and that is something to be grateful for. Our next luncheon is in September the 13th at the usual place, Gecko's on Cattleman near Fruitville road. Till then have a happy and healthy summer.

Chris

Christer Wingardh chriswingardh@me.com +1 941 807 6727



Left To Far end and back: June Jackson, Sue Kirkpatrick, Herb Hunter, Paul Rice Ed Ripper, Carolyn Faulkner, Leif Johansson, Chris Wingardh, Bob Martin, Bill Kirkpatrick, Art Jackson.

Aviation Etymology - Pilot (n.)

1510s, "one who steers a ship," especially one who has charge of the helm when the ship is passing in or out of harbor, from French *pillote* (16c.), from Italian *piloto*, supposed to be an alteration of Old Italian *pedoto*, which usually is said to be from Medieval Greek **pedotes* "rudder, helmsman," from Greek *pedon* "steering oar," related to *pous* (genitive *podos*) "foot," from PIE root **ped-* "foot." The change of *-d* to *-l-* in Latin-derived languages ("Sabine *-l-*") parallels that in *odor/olfactory*; see [lachrymose](#).

The transferred or figurative sense "a guide, a director of the course of others" is by 1590s. The literal sense was extended by 1848 to "one who controls a balloon," and by 1907 to "one who flies an airplane."

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

KOA - Big Island Stargazers

In April we had our annual windward-side luncheon at *Pineapples* restaurant in downtown Hilo. Leeward members took the opportunity to patronize many unique Hawaiian retail businesses in town, e.g., *Big Island Candies* and *Hilo Brewing Company*!

The return of the annual Merrie Monarch Festival (the Olympics of Hula competition) coincided with our meeting and Hilo was bustling with visitors and participants alike. In May we will resume our monthly gatherings at the *Fish Hopper* restaurant in Kona Village.

A hui hou...

Linda Morley-Wells



L to R: Ebby Pinson, Don Diedrick, Linda & Bill Hayes, Walt Wells, Linda Morley-Wells, Gerry Baldwin & Lex Pinson. Also in attendance (but not in the photo) were Sam and Julie Wilson.

LAX - South Bay Los Angeles Group

We are continuing to meet at Mimi's on the third Thursday of the month. We had a full table to chat, share memories of United and United friends, and catch up on events and flying activities.

Sharon



L-R:
Perry Cockreham
Kathy Hesse
Tom Reidt
Sharon Crawford
Don Crawford
Rick Shaw
Gary Forister
Treva Forister
Susan Tyree.

RNO - Reno's Biggest Little Group

A nice turnout with great conversation and good food.

Jim



L to R: Tom Tabor, Cort depyster, George Hemminger, Jim Whiteley, Gene Lamski, Don Merucci, Gary Dyer and Ned Peterson.

IAH - Houston Tex Mix

The Houston Tex Mix Group had their first luncheon after the pandemic shut down the group for 2+ years. Witty conversation of great aerial feats while flying various United aircraft into airports near and far consumed the 2 hour luncheon.

The group is determined to continue our monthly meetings at *Another Broken Egg* near the Woodlands, Texas. Our waitress **Marlene G.** did an absolutely great job taking our orders and delivering our food. Definitely Purser material!. Joining us at the luncheon Wally Zane, Rick Hague, Ben Hoyt, Dave Sullivan, Mark Long, Steve Minarik.

Ross



MFR - The Intrepid Aviators of Southern Oregon

Cheers to all in RUPA land from the Rogue Valley and southern Oregon.

It has indeed been a strange winter here for us. Warm, dry for the months we normally get some wet and cool, then wet and cool for the transition months to summer. Overall still in drought however which will make it difficult for the agriculture this summer let alone the high country lakes and streams. Been a crazy couple of years hasn't it...

We gathered today at our favorite haunt but just a few of us able to attend. Medical stuff, out of town and, I suspect, the post Covid blahs all suspect. Never the less, a good time around the table. Between the virus, United news, stories of travels from long ago and our individual wanderings our time together passed all too quickly.

Around our table today Leeann Fusco, Cheryl and Jim Jaeger and standing, Bob Niccolls. Yup, always good to get together and have an hour or two to just enjoy the company of one another.



Leeann Fusco, Cheryl and Jim Jaeger and standing, Bob Niccolls.

Cheers,

Bob

SUA - SE Florida Treasure Coast Sunbirds

Though our numbers dwindle, our stories and fun at the Stuart RUPA Lunch at *Shrimpers* on the water was abundant, and another good time had by all. The wind was blowing a warm 20 knots and we watched the boats trying to dock in the strong X-winds, reminding us of challenges past.

Gregg for Bob Langvin



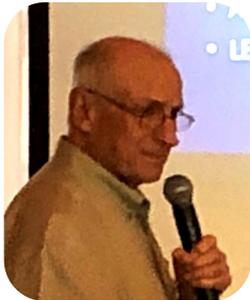
L-R: Joe Piazza, Duff Daily, Jerry Holmes, Dave Damon, Gregg Sternbach.

ORD - The Joe Carnes RUPA Group

The 10 May 2022 luncheon was held at the *Golf Club Of Illinois* in Algonquin and was attended by 63 hungry and just downright sociable individuals. Our crowd included ten folks who were present for their first RUPA luncheons, a couple of our “more senior” types whom we hadn’t seen in awhile, and a special attendee, ORDFO **Chief Pilot Captain Jim Bono**. Our social hour before lunch included a lot of getting re-acquainted with fellow retirees from various times. Lunch was predictably outstanding thanks to the staff at the Golf Club.

RUPArians and guests present were: John Anderson, LeRoy Bair, Cindy and Steve Berkeley, Jim Bono, George Bracke, Bruce Carey, Bill Cherwin, Sig Chrzanowski, Walt and Jan Fink, Mike Flegel, Kirsten Freund, Karen Gammill, Kathy Garske, Jan Gawenda, Art Giovannoni, Don Gregg, George Haupt, Bob Helfferich, Tom Helms, Glenn Hill, Denny Holman, Wendell Jelm, Phil Jensen, Bob and Bonnie Jordan, Scott Joseph, Dick Kane, Carolyn Kelly, Russ Kühlen, Dick and Maribeth Kuhn, George and Jacquie Mathes, Bob McCormick, Elizabeth Moen, Ken and Lorraine Morris, Suzanne Morrison, Ceil Myers, Howard and Marjorie Nelson, Ted Riendeau, Larry and Mary Sandford, Jack Schrandt, Dave Schultz, Ed and Sue Sendelbach, Ole Sindberg, Dave and Linda Strohm, Jim Stuntz, Jack Taylor, Jim Trosky, Mark Weber, Tom Wedel, Dave Wege, Paul Wember, Tom Worker, and Bill and Judi Zangs.

Our guests were a trio of speakers---the crew of the EAA’s B-17G Aluminum Overcast. Retired UAL mechanic and Shift Supervisor **Glenn Hill** is her Crew Chief, and **Ken and Lorraine Morris** are her pilots. Ken is a retired NWA/DAL Captain and Lorraine is an active UAL 787 Captain at ORD. They gave us a great PowerPoint presentation on “AO” including their tours across the U.S. and the inner workings of the aircraft, her operation and her history. Kudos and many thanks to them for their time.



Crew Chief
Glenn Hill

Our next gathering will be Tuesday, September 13th, 2022, at the *Golf Club of Illinois* in Algonquin. Retirees, active pilots, spouses, and guests are welcome to attend, and Snowbirds who haven’t yet begun their way back south are always invited to drop in.



Lorraine and Ken Morris

All photos have names starting in lower left and go clockwise.

It is thus written,

Walt



Mike Flegel, Jack Schrandt, Jim Trosky and Don Gregg.



Marjorie Nelson and
Howard Nelson.



George Bracke
 Phil Jensen
 Jim Stuntz
 Bruce Carey
 Russ Kuhlen
 Bob Jordan
 Bonnie Jordan
 Sig Chrzanowski.

Bob McCormick
 Ceil Myers
 Carolyn Kelly
 Jacquie Mathes
 George Mathes
 Dave Wege
 George Haupt
 Tom Wedel



Suzanne Morrison
 Elizabeth Moen
 Karen Gammill,
 Kirsten Freund
 Ole Sindberg
 Bill Cherwin

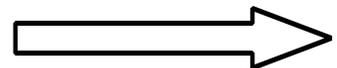


Mark Weber, Dave Schultz, Larry Sandford,
 Mary Sandford, Marjorie Nelson.



George Haupt (foreground), Tom Wedel,
 Bob McCormick and Ceil Myers.

Continued ...





Bob Helfferich, Paul Wember, Dick Kuhn, Maribeth Kuhn, Cindy Berkeley, Steve Berkeley, Tom Helms.



Dick Kane @ Registration Table



Wendell Jelms and John Anderson



Denny Holman, Bill Zangs, Judi Zangs, Ted Riendeau, Sue Sendelbach (standing), Ed Sendelbach, Linda Strohm, Dave Strohm and Jim Bono.



Glenn Hill
Ken Morris
Lorraine Morris
Jack Taylor
Jan Fink
Art Giovannoni
Jan Gawenda
Kathy Garske

CLE - Cleveland Crazyies

On a warm and sunny afternoon in May the Cleveland Crazyies gathered for a lunch and a time together at The *Lager and Vine* restaurant in Hudson, Ohio. We had twelve members, wives and guests present. As usual, the service was perfect and the menu choices were all excellent.

Bob Olsen brought two recently retired pilots that will become members of our group. **John Hochmann** told us a great aviation story from his past. **Phil Jach** had two jokes for the group and we had several updates on members that could not attend today. **Rich McMakin** reminded us of the next meeting at his home on Saturday, June 11th starting at 4:00 PM.

*Cheers,
Phil*



Standing L-R: Phil Jach, Paul Stojkov, Bob Lang, Stan Lindholm, Bob Olsen, Rich McMakin, Jim Burrill, and our two servers Deja Garcia and Steve Cravens.

Seated L-R: Mike Holmberg, Dawn Lang, Monica Burrill, Linda Jach, and John Hochmann.

**Did you know
ants never get
sick? It's because
they have little
Anty Bodies...**

**Please don't
unfriend me.**

**Based on the
amount of laundry
I do each week,
I'm going to
assume there are
people who live
here that I haven't
met yet.**



ORD - The Joe Carnes RUPA Group

Pilot error (Editor) in [April](#) Issue. Photos were omitted. Here are the omitted photos.

Click [here](#) to link to the luncheon report.



Jacquie Mathes
Karen Gammill
Denny Holman
Bob McCormick
Pete Novak
Buck Goodman
George Mathes



Jim Higbea, Bill Zangs, Russ Kuhlen, Ed Sendelbach, Scott Joseph, Ed Wevik,
Dave Strohm, Linda Strohm, Bruce Carey, Jim Stuntz.



Jim Trosky, Harlan Davis, Dave Runyan, Paul Wember, John Anderson.

Tom Conley
 Gus Tuit
 George Haupt
 Rob McCutcheon
 Dick Kane . . .
 (in the background)
 Bill Cherwin
 Tom Wedel
 Ali Gerstad
 Corrinne Boyer
 Jim Boyer



Jan Gawenda, Wendell Jelm, Dave Harris, Carl Eberle, Bob Helfferich and Mike Hepperlen.



Larry Cabeen, Bonnie Ruder, Gene Ruder, George Bracke, Jack Taylor,
 Maria Jepson, Warren Jepson.

MRY - Monterey Peninsula Group

We had small group this month at *Hays Place*, Pebble Beach overlooking Carmel Bay. Good food and friendly conversation.

The Ace



Ken Bohrman, Diane Emerson, Jon and Jane Rowbottom, Linda Mackie and Carlos Quintana.

PDX - The Columbia River Geezers

We had a small group of regulars show up May 10th at our usual hangout. I was about an hour late due to conflicting appointment with my dermatologist, so I missed a lot of the conversations. Not too much traveling going on yet. Mostly domestic travel for family get togethers, etc.

Still some discussion about age and its effect on our personal or professional flying. It's really hard to let go, but it's not hard to know when. Nobody wants an insurance company making the decision for them.

Planning the second Tuesday of June for our next meeting. If you up in the Great "North wet", come join us.

Steve Barry



CW L-R: Rich Warden, Bill Park, Tony Passannante, Steve Barry, Doug Howden, Ron Blash, and Mike Smith.

SFO - East Bay Group

Our East Bay group met at the *Black Bear Diner* on a beautiful clear California day. Nine of us assembled at the appointed time. The conversation was brisk, reliving our past glories at United.

We were graced with a recently retired pilot, (for our group anyone who retires within the last six years is surely recently retired,) **Chris DiPetrillo**. He flies a corporate Citation out of Hayward, just 10 minutes from his home. **Willie Sharp** was also with us for the first time. Willie has been retired for several years and decided to give us a try. We hope to see both of them at future meetings.

A question hanging over the table was "Is United calling back some retired pilots to help out at the training center?" or is it just another rumor.

We meet the second Wednesday of the month at the *Black Bear Diner*, 807 Camino Ramon, Danville, at 1:00. Come join us sometime.

Rich



Kneeling L-R: Chris DiPetrillo, and Jerry Udelhoven.

Back L-R: Willie Sharp, Shirley and Lee Francis, Rich and Georgia Bouska, Tammy and Neil Dahlstrom.

**I'll never stop eating with friends.
It's my favorite meal of the day.**

LAS - Las Vegas High Rollers

Welcome to our RUPA LAS family...**Cliff & Katherine Sands**. **Klaus Mueller** recently returned from visiting his parents in Germany assisting them in moving to their new home.

Lunch lasted almost two hours and a fun time was had by all...lots of laughter and great conversations.

Our next RUPA Luncheon is on Wednesday, 8 June, at the *BJ Brewhouse* in Summerlin at 1100. Please RSVP to me at JLDONAHUE@ALUMNI.ND.EDU

Jack Donahue



CW: Jean Ann Donahue, Klaus Mueller, Jack Donahue, Larry Austin, Mike Sanders, Cliff & Katherine Sands.

DCA - Eddie O'Donnell Group

Washington Area RUPA, Eddie O'Donnell Luncheon April 20, 2022

We approached the luncheon with some trepidation as we were dealing with a new place, new staff and new menu. But it worked out very well. *Kilroy's* (as in "Kilroy was here") is a lively place with WWII and Aviation decoration. According to Wikipedia, one theory identifies James J. Kilroy (1902–1962), an American shipyard inspector, as the man behind the signature, "Kilroy was here". He worked at the Fore River Shipyard in Quincy during the war checking the work of riveters paid by how many rivets they installed. To prevent double payment, Kilroy marked work he had inspected and approved with the phrase "Kilroy was here" in a durable crayon. While Kilroy's marks might normally have been painted over, interior painting was a low priority in the rush to launch ships, so Kilroy's marks were seen by thousands of servicemen who sailed aboard troopships built at Quincy.

We had a separate room and a good server. Ordering from the menu seemed to work out OK. Afterward, there have been only favorable comments. On July 20th, we will again have our Luncheon at *Kilroy's*.

As usual, we began with a moment of silence remembering those who have preceded us in the Flight West. In particular, we thought of those departed since last we met, **Capt. Billy Leonard**, **Capt. John Turner** and **Mrs. Sue Ella Meadows**, wife of **Capt. J.O. Meadows**. We remembered the pleasure of their company and the part they played in our lives and our profession.

Thank you to **Gene Couvillion** for taking care of the check-in duties and to **Jon Beckett** for managing the 50/50. We do miss **Hal Cockerill** since his move down to the Harrisonburg area. He did send greetings to the group. Greetings were also received from **Bob Aldridge** and **Ward O'Brien**. Unlike other lunch groups, we don't have anyone flying-in for lunch but **Tony Keffer** did drive up from Smith Mountain Lake. And by-the-way, Tony is looking good after the injuries received when his vehicle was t-boned in January.

During a discussion of SOS/MedAire and its international service to retirees, many cell phones lit up as people were checking out the website. Reminded me that, technically, Moses was the first person with a tablet downloading from the cloud.

Once again, **Bob Goodman** was our senior officer present and without hesitation drew from that "Golden Vessel of Uncertain Heritage" the winning tickets for our door prize. **Don Reinhard** and **Gene Couvillion** were the honored ones. **Paul Gilson** won the 50/50 and returned half his winnings to the Memorial Fund.

There were 20 in attendance and you are invited to join them at our next gathering on July 20th, 11:15 with lunch served at noon. *Kilroy's* at the Beltway and Braddock Road. Contact **E.K. Williams** 540-338-4574 or ekwjr@earthlink.net for a place at the table and a bean in the pot.

E.K. Williams, Jr.



Facing, Tony Keffer, Mike Henderson, Bob Olsen, Gene Couvillion, Bil Coshland, Larry Grube, Linda Schwartzman, Bernie Schwartzman and Don Reinhard.



Facing from the distant left, Don Reinhard, Cathy Reinhard, Bob Goodman, Betty Goodman, Betty Williams, E.K. Williams, Paul Gilson, Fred Streb, Marty Collins, Bill Bold and Jon Beckett. Stokes Tomlin is behind the camera.

SFO - North Bay Group

The North Bay group met on our favorite day, the first Wednesday of the month, at *Cafe Bellini* in Petaluma. A light turnout but lively table talk was the order of the day. One question was, were you ready to retire when that day came and how are you doing now and do you miss it? Still dreaming of "I can't find my flight bag and where is dispatch?"

Personally, I miss the flying but not the work.. Love the -400.

Larry Whyman brought up the subject of the Hiller Airplane Museum in San Carlos, CA, and the great work they do in educating youngsters to the field of aviation. Even to the point of having a full motion FAA certified simulator. On the mezzanine floor of the museum they have mounted the nose section of a United Airlines Boeing 737-200, nose number 9565. On certain days visitors can enter the cockpit.

A docent for many years was retired Captain **George Mendonca**. George flew west in July 2019 and an effort is being proposed to paint George's name on the nose as he was a guppy Captain at one time. A fund raising campaign in his honor, to support the wonderful (and unique) Aviation Education program in which George was so greatly involved and to have "CAPTAIN GEORGE MENDONCA" painted on the side of old #9565, the Museum's crown jewel.

A link to the donation page if you would like to donate: <https://www.hiller.org/remembering-george/>

Also check the museum website: <https://hiller.org> We meet on the first Wednesday of the month, 11:30 show up, 12:00 noon sit and enjoy a fine lunch with lively conversation, usually out the door before 2:00pm.

Cafe Bellini, 100 S. McDowel Blvd., Petaluma CA.

Come one, come all

Sic Itur

Barney



L-R: Dee Whyman, Mike Gaylord, John Reed, Ross Sagun, Dick Hanna, Barney Hagen, Jules Lepkowsky, Larry Whyman.

Turns out, the best kind of meal is when you have it with friends.

SNA - Dana Point - Maui Annex

This month's luncheon was held at *Casanova's Restaurant* in Kahului. Unfortunately, **Hiromi** and I were the only two in attendance. No worries, we love the restaurant and since I had a late morning appointment up that direction so it was a logical place to have lunch.

The subject of wacky airline passengers came up partly spurred on by the latest UAL incident with the wing walker at ORD on taxi in to the terminal. It is just beyond me how people still think they can pull off a stunt like that and get away with it. You have to be beyond stupid to attempt something like that. Is it a narcissistic, flash in the pan, "Hey look at me" moment for these types of people? At the least this moron will get fined and put on a no-fly list. He might even do some jail time although that's doubtful in today's justice environment. They ought to study about events like this in Psychiatry school.

I had a few characters that tried to pull one off on me. There weren't all that many but usually involved someone who paid for an economy ticket and decided they were going to sit in first or business class.

Reminds me of the story about a beautiful blond lady that was traveling from LA to Atlanta, had purchased an economy ticket but plopped herself down in a first class seat. A flight attendant approached her asking to see her ticket and reminded the lady that she hadn't paid for a first class seat so she would have to move back to her reserved seat in coach. The blond emphatically announced that she was going to be flying to Atlanta that day in first class. The flight attendant finds the purser and explained to her about what had just happened. The purser approached the hot blond and got about the same result. The lady told the purser she would be flying to Atlanta today in first class. So the purser takes it up to the captain, explains the situation and the captain calmly says "I'll take care of this." The captain approaches the lady and asks what the problem might be. She replies again that she's going to be flying to Atlanta today in first class, period! The captain bends over and whispers something in her ear. The lady's eyes get big as saucers and a look of mild panic washes over her. She jumps up out of her seat and quickly walks towards coach. The purser is stunned and asks the captain what he said to her. The captain says "I told her first class wasn't going to Atlanta today, it was going to Chicago!"

Aloha,

Dave and Hiromi



*"Hello, my name is Tony. I'm your waiter,
and I'll be dining with you tonight."*



Hiromi and Dave



SNA - Dana Point

Another beautiful day in Southern California - sunny skies with temperatures in the mid-sixties. Sixteen people showed up at our usual hangout - The *Proud Mary's*. **Butch Trembly** showed up even though he had to leave early to join his wife in another luncheon. **Bill Barham** joined the group and got to sit next to his classmate **Carlos Bernhard**. Bill retired on the Triple 7 in 2002. **Joe Udovch** was able to participate, seated at our main table for 12. **Bob Fuhrmann** and **Bill Rollins** were at the overflow table and had a lively discussion about the worst movies they had the misfortune to watch. They were later joined by **Janice Fuhrmann** and **Barbara Ferguson**.

Many different conversations went on including past and future travels and the limits imposed by age and physical limitations. **Bill Stewart** described the facilities at Reata Glen and how a CCRC (Continuing Care Retirement Community) operates. Bill also recalled his work voicing the daily code-a-phone messages for the LAX Council 57 during and after the strike. **Bruce Dunkle** brought a book on the history of Alaska Airlines featuring his father while **Boomer Knutzen** brought several books by one of his preferred authors. **Jim Grosswiler** showed us the Cross pen that United gave to new Captains.



Our next meeting will be on June 14 at the *Proud Mary's* at Dana Point. We start at 11:30, order lunch by 12 and settle our bill as a group paying with cash. Come join us if you are in the area, call me for details 949-842-5186.

Rico

Santamaria

CW from bottom left: Rico Santamaria, Bruce Dunkle, Carlos Bernhard, Bill Barham, Boomer Knutzen, Joe Udovch, Corey Ferguson, Cheryl & John Arp, Denny Giesea, Jim Grosswiler, Bill Stewart.



L-R: Bob & Janice Fuhrmann, Barbara Ferguson & Bill Rollins.

SAN - San Diego County

It was a typical May Gray day here in the San Diego coastal area. I'm not sure the other RUPA pilots remember flying into SAN or LAX this time of year and having to make approaches because of the cloud cover (low ceilings) but it is a normal occurrence. I grew up by the beach near LAX and remember May Gray and June Gloom WX well.

Susan and I go trailer camping at least once a month. There's great places to camp in the desert in the winter and the beach and mountains in the summer. A favorite desert camping trip for us is Death Valley but only in the winter. I believe the record high for Death Valley is 134.1 degrees on July 10, 1913. A bit too hot for me.

When visiting the Visitor Center in Death Valley I asked one of the staff what they do in the summer when the park closes down because of high temperatures. They assured me the park is open every day of the year including summer. The Ranger suggested Europeans don't have a desert as hot as Death Valley close by so they include a stop, to check the box, I guess.

Death Valley is also the lowest point in North America with a -282'. Check 2 boxes off the bucket list.

We still plan on heading to La Jolla soon to visit **Brad + Rhoda** but their complex where they live is still on a limited Covid protocol so maybe sometime soon.



JP flew his Air Coupe to our luncheon so we are back to a fly-in lunch group. He also flies quite often around the SoCal area having fun in his air machine. Maybe we can go up with him some day (hint, hint). **Scott** flew quite a bit this Spring to take care of business back East so I think he's just relaxing enjoying being around home. I don't live near the beach anymore so maybe a trip out his way in Oceanside might be a good excuse to drive out to the coast for lunch.

Colin + Cheri are doing lots of work around their house so they're busy. I'm sure there's a project or 2 for other RUPA members so they can relate to **Colin + Cheri's** fun. (?) Anyway, that wraps it up for this month.

Great to get together monthly for a little airplane talk.

Until next month,

Mark



L-R: Colin Winfield, Rhoda Green, Susan + Mark Mayer, JP, Brad Green, Scott Becker, and Colin's better half, Cheri.

There I Was . . .

(Please Limit submissions to 1000 words)

There I Was . . . Coming from 24 Left

By Cecil Wyman as told to his Daughter, Neva Nichols

My Dad (based in LA) had been in Hawaii on vacation and had just walked into the house when a crew man called saying he needed a plane from SFO down in LAX, then it would go to DEN. Dad got dressed in his uniform and went on a passenger plane to SFO.

Dad told his SFO copilot that he hadn't flown for 30 days so he wanted to fly the plane by hand for the practice.

They had been cleared for approach to LAX, but then they heard the tower talking to a light plane saying that it couldn't take off because of the fog. Dad told his copilot not to talk to the tower, so he didn't. Since they had no passengers, they went ahead and landed, then the ground control guided them to the gates.

When Dad walked into the dispatch, the dispatcher said, "Where did you come from?"

Dad said, "24 Left."

The dispatcher just shook his head and walked off.



"ROTFL" ?? Google it.

UAL Logos



1930-1933



1933-1935



1935-1939



1939-1940



1940-1954



1954-1960



1960-1961



1961-1971



1971-1974



1974-1993



1993-1998



1998-2010



April-August 2010



August 2010-2019



2019-present

United Airlines Pilots Retirement Foundation

Send memorial and other donations to: Capt. Bob Helfferich , Treasurer
21409 60th St. Bristol, WI 53104-9732 (Website: www.uaprpf.com)

There I Was . . . On a Boeing 747-SP Test Flight

By Gary Robbins

Most people don't fully appreciate how difficult it is to design, build, test, and deliver enormous complex machines such as a large commercial airplane. In the 1970s, this required thousands of engineers, draftsmen, mechanics, electricians, and a myriad of other specialists, all trying to use the latest technology such as primitive room-sized computers of the era. Most engineers had moved beyond slide rules to electronic calculators but did not have the clout to get actual computer time.

In spite of everyone's best efforts, the development process seldom goes as planned. Sometimes problems are discovered while still in the paper stage or even in the assembly stage while safely on the ground. Sometimes problems are discovered during test flights. Usually, these problems aren't too nasty, but occasionally, something happens to cause sphincters to pucker.

I went to work for Boeing in Seattle in October of 1974 after leaving active-duty Air Force. I was an instrumentation engineer in flight test and was assigned to work on the instrumentation crew for the first 747-SP, Boeing variable airframe number RG001. It was quite a privilege to be involved in this program and no doubt, not just my electrical engineering degree, but also my pilot experience got me in the door. This plane was delivered to Pan Am in March of 1976. When using Pan Am's Customer number, it became a 747-SP-021.

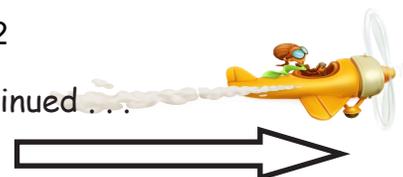
The 747-SP, "SP" for special performance, was a shortened version of the original 747-100 which first flew in 1969. The SP was the sixth version of the 747 line and was to fly higher than the original to avoid ozone issues, faster to get places sooner, and farther to lengthen scheduled city pairs offered by many airlines. The 747-SP had the longest range of any airliner until the arrival of the 747-400 in 1989. Previous 747 versions were the -200, -F, -C, and -SR. Unfortunately, the reduced payload, the short-coupled center of gravity to tail fin, and body to tail fin drag, (Coke bottle shape), were obstacles to commercial success. The original rudder was also a problem.

I was an engineer in a group of maybe ten electrical, aeronautical, and mechanical engineers and draftsmen under lead engineer Rudy Wagner, a truly knowledgeable and warm man who was an Army veteran of both World War II and Korea. He had worked for Boeing since the mid 1950s and started out on the 707 program. The task of Flight Test Instrumentation was to design and build instrumentation packages to install in test airframes to acquire engineering data to certify the safety and performance of any given airplane. Many racks of heavy electronics gear filled the cabin of each test plane.

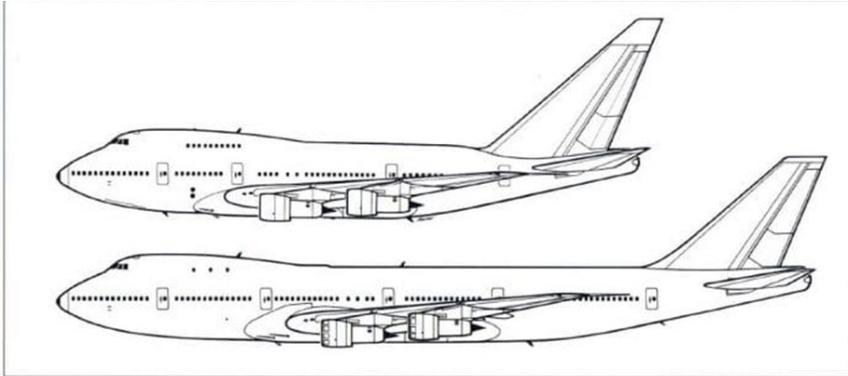
The first four 747-SPs were involved in the flight test program and the first one, RG001, was the most heavily instrumented for all the stability & control, flutter, and structural integrity requirements. Our group delivered the data to the analysis engineers to determine if a test met all the necessary goals set by the FAA, Boeing, or the customer. If design changes were warranted, the information was passed back to the applicable department. It was all pretty fascinating state-of-the-art stuff.

The first flight of the first 747-SP was a gold-plated public relations opportunity. The U. S. A. was starting to celebrate the two hundredth anniversary of the Declaration of Independence and the founding of our country. 1 April 1975-4 July 1976 was designated the Bicentennial year, of fifteen months, and what better way for Boeing to celebrate and proudly thrust out its chest than to start out with a first flight of a brand-new model. Boeing punctuated its Bicentennial celebration at 11:17 AM on 4 July 1975 when RG001 launched into the wild blue yonder from Everett's Paine Field on what Boeing called the B-1 flight (Boeing Flight #1) with only the pilot, copilot, and flight engineer onboard. A chase plane accompanied them out over uninhabited areas. At 3 PM, following a successful first flight and landing at Seattle's Boeing Field, a second flight was readied. I was shocked that Rudy asked me to fly on the B-2 flight with the test director and one other instrumentation engineer to make sure our instrumentation equipment worked properly. It did. I was honored and thrilled.

Continued . . .



747 / 747-SP Comparison



Size comparison of 747-100 and 747-SP, note upper and lower rudders and Coke Bottle shape of aft fuselage, www.747sp.com

The flight test program went well and every three or four weeks another airplane joined the test mix. RG002 and RG003 were primary test beds and RG004 was a backup. All manner of tests were conducted with the goal of completing the air-work by the end of 1975.

A number of problems were discovered during a combined five hundred flight test hours, but most were not significant from a safety standpoint. However, there was at least one problem that could have been a showstopper. It was totally unexpected, and I was onboard that flight.

On one sunny autumn day, I was in the back of RG001 at a computer terminal, monitoring outputs from numerous instrumentation devices. We were performing stability & control tests over the Strait of Juan De Fuca at perhaps 22,000 feet. It was the type of test that was a bit risky so there weren't as many engineers on board as was usual. The test pilots were kicking the rudders and bumping the ailerons at varying airspeeds and altitudes to see what would happen. We all thought we knew the answer to that question. The G-loads weren't pleasant, and some engineers kept barf bags at the ready.

Test Item 3.7 was the one that did it. We were close to the maximum expected Equivalent Airspeed (EAS) limit of something well over 400 knots, well above what would happen in normal airline operations. We were definitely pushing the envelope.

"Condition On!" The Test Director stated over the intercom. Then the pilot kicked the rudder, and everyone onboard instinctively gripped anything solid within reach. An instant later, we lurched right, and we heard a deafening bang something akin to what a fragmentation grenade makes! Suddenly, we were lurching in all directions with a vibration that churned our innards. Eyeballs widened, and mouths gaped open at computer terminals all around me. Nose up, then down, then more. A few people screamed. I simply gripped the solid metal rack in front of me and looked in all directions to see if anything was going to break loose. It was only small stuff and some dust.

Over the intercom in a frenzied voice came, "Condition Off!"

No sh*t, man!

We scanned everything outside that we could see through the cabin windows and observed no obvious problems which we reported to the cockpit via intercom. A moment later the Test Director announced, "Captain Jack (Waddell) has it under control, for now. We've called for the chase plane to come take a look at us and we'll maneuver over uninhabited areas until we figure this out." I turned to the guy next to me and inquired, "Do you want to hit a bar after work tonight?" He stared blankly at me as he sealed up a freshly used barf bag.



Boeing's camera-equipped F-86 showed up after what seemed like an eternity but was actually only about fifteen minutes. It had been filming RG003 during a test flight not far away. The Sabrejet pilot radioed, "Guys, where's your rudder?" Captain Jack replied, "Probably at the bottom of the Strait close to the international border."

The 747-SP had an upper and lower rudder, both made of newfangled carbon-fiber composite material. One rudder was missing and the other had a hole in it. Both were made by Mitsubishi, the same folks that brought us the nearly indestructible Zero fighter of World War II. Every engineer on board was envisioning how to write the redesign change order to the manufacturer. Sterile, boring technical language would not be used, and colorful imagery would replace engineering drawings.



RG001, first Boeing 747-SP, Flight Test photo taken near Port Townsend on Strait of Juan de Fuca, 1975.

Captain Jack performed some control checks in the landing configuration and satisfied himself he could land okay. The chase plane didn't observe any new problems. It was a bumpy ride, to say the least. The vibrations could have mixed a few barrels of paint along the way. The F-86 stayed in formation with us back to Seattle and we were soon safely on the ground at Boeing Field following an emergency straight-in landing to Runway 13.

Eventually, floating pieces of composite rudder were recovered from the Strait of Juan De Fuca. It turned out carbon-fiber is light enough to float. A week later, engineers made a design change which remedied the rudder problem. Following a two-week layup for a rudder change, RG001 was back in the air. This was the first Boeing program in which various parts and subassemblies were subcontracted out to other companies in foreign countries. Now it's routine to have significant global participation in such endeavors. It was also a new idea to use weight-saving carbon fiber which is common in so many products manufactured today. There are always growing pains when new ideas are implemented.

When back on the ground I said to myself, "Self, this is an interesting way to make a living. I have no control over any airplane in which I ride in the back, watching computer screens and data recorders. I don't get hazard pay, either. Is there a better alternative?"

Why yes, there is a better alternative. Maybe I should try to get an airline job.

I think I will look into that.

Gary



Articles

Industry related news and other articles

Here's how much exercise you need based on your age

By Karen Ansel, M.S., R.D.N/Today



How much movement do you need to stay healthy? “Every adult should throw out the idea that if you’re not doing the most grueling, sweat-drenching workout for more than an hour it doesn’t count,” Vanessa M. Kercher told TODAY.

Right now, exercise might not be on top of your to-do list. But the World Health Organization (WHO) says it should be. According to its physical activity guidelines, 1 in 4 adults (and 4 out of 5 adolescents) don’t get enough aerobic exercise. That might not sound so bad, but a lack of physical activity can increase the odds of an early death by 20 to 30%. On the flip side, exercise can be a powerful tool for prevention, proven to help protect against cardiovascular disease, diabetes, depression and anxiety. Plus it can improve thinking, learning and judgment — and even help you get a better night’s sleep.

How much movement do you need? The recently updated WHO guidelines recommend a minimum of 150 to 300 minutes of moderate activity per week or 75 to 150 minutes of vigorous activity (or a combination of both). That’s anywhere from an hour and 15 minutes to 5 hours.

Although that might sound like a lot, if you break it down to how much exercise a day you need, it works out to less than an hour, Peter Katzmarzyk, Ph.D., associate executive director for Population and Public Health Studies at the Pennington Biomedical Research Center in Baton Rouge, Louisiana, and a member of the development group for the updated WHO report, told TODAY.

Doing “150 to 300 minutes per week averages to about 21 to 43 minutes per day,” Katzmarzyk said. Rather than focusing on recommended daily exercise, however, he explained that the group at the WHO prioritized a weekly total. “We went with a weekly total to allow people to understand that the guideline can be accumulated throughout the entire week and that it’s OK to miss a day.”

Exercising around 300 minutes a week may also offer additional benefits to those wanting to lose weight, according to a study published in *Medicine & Science in Sports & Exercise*. Researchers found that after 12 weeks, this amount of exercise led to a loss of nearly four pounds of body fat in study participants (participants were overweight, sedentary adults).

Targeted fitness guidance: How much you should exercise depends on a few different factors. The WHO guidelines don’t just spell out the amount and intensity of exercise needed for optimal health; they also recommend the types, namely a combination of aerobic exercise and muscle strengthening exercises. In addition to continued advice for children, adolescents, adults and seniors, the report makes activity recommendations for:

- Pregnant and postpartum women.
- People with chronic health conditions.
- People living with disabilities.

Here's how much activity you and your family need, according to the WHO:

- Children and adolescents (ages 5-17): A minimum of 60 minutes of moderate to vigorous physical activity a day. At least 3 days a week should include vigorous aerobic activity and activities that build strong muscles and bones.
- Adults (ages 18-64): A minimum of 150 to 300 minutes of moderate (or 75 to 150 minutes of vigorous) aerobic activity a week. Twice-weekly muscle strengthening can provide additional benefits.
- Older adults (over age 65): Seniors can follow the same guidelines as younger adults but should also include strength and balance training 2 to 3 times a week to protect against falls.
- Pregnant and postpartum women: 150 minutes of moderate intensity aerobic activity per week including muscle-strengthening exercises.
- People living with chronic health conditions and disabilities: These folks can benefit from the same recommendations as healthy adults and children, with modification as recommended by their physician.

How to get started with physical activity exercises: These guidelines may sound daunting, but they're really about moving more. If you're not sure where to begin, these tips can help:

- Don't overdo it. Carol Ewing Garber, Ph.D., an exercise physiologist and professor of movement sciences at Teachers College, Columbia University in New York City, told TODAY that beginners can start out easy. "If you have never exercised, or the thought of exercise makes you cringe, try something pleasant like stretching or an easy walk, or dance around to music that you like," she said.
- Don't forget strength exercises. To build strength Ewing Garber recommended adding in some calisthenics, weight training or a resistance band workout.
- Break it down. Vanessa M. Kercher, Ph.D., an exercise physiologist and clinical assistant professor at Indiana University in Bloomington, told TODAY that it's not necessary to try to squeeze in all activity at once. "Identify times throughout the day to accumulate short bursts of movement to start," she said. "If you're successful, add in some more specific goals related to time and intensity."
- Try a family challenge. "In our family we have interchangeable daily push up and body squat goals," said Kercher. "You can do these anytime when you're at home whether you're cooking or doing laundry."
- Be playful. "The key for kids is to make it fun," says Ewing Garber. "Go outside to the park. Although chilly out, it's still nice for kids to get out, move about and kick a ball, climb or test out their bike or scooter."
- Get creative. If you're stuck inside, she said, try movement videos, make a dance video, play musical chairs or have a scavenger hunt.
- Tailor activities to teens. "Teens are more challenging," said Ewing Garber. "If space permits, try some foam balls to play indoor hoops or soccer." Or go old school and send teens out to run errands on foot.

If these goals still sound overly ambitious, you'll be happy to hear the guidelines stress that any amount of exercise is better than none. "Every adult should throw out the idea that if you're not doing the most grueling, sweat-drenching workout for more than an hour it doesn't count," said Kercher. "Instead, start by taking any and every opportunity to move, in any way possible at whatever speed, for any amount of time."

V.R. ‘Reminiscence Therapy’ Lets Seniors Relive the Past

Some care facilities are giving older adults a way to visit their pasts to boost their well-being.

By Matt Fuchs

May 6, 2022



Residents at Maplewood Senior Living used virtual reality headsets to experience things together and build community, which researchers have said could improve symptoms of dementia and loneliness.

Credit...Renato Ghio/Rmedia

John Faulkner, 76, was becoming emotionally withdrawn before he arrived at Central Parke Assisted Living and Memory Care, the community where he lives in Mason, Ohio. He had once been an avid traveler, but cognitive decline ended that, and he became socially isolated. By the time Mr. Faulkner arrived at Central Parke, he would sit alone in his room for hours, according to Esther Mwilu, who organizes activities for the community.

His treatment plan for dementia-related anxiety included antipsychotic drugs and reminiscence therapy, a decades-old practice in which older adults engage with reminders of their youth — like music or personal photographs — [meant to bring about](#) memories and cultivate joy and meaning.

Mr. Faulkner was underwhelmed by the nostalgia. So the staff at Central Parke tried again but used virtual reality.

While [studies suggest](#) that traditional reminiscence therapy

can significantly improve the well-being of older people, V.R. has the potential to make it more immersive and impactful. By putting on a headset, Mr. Faulkner could walk along the virtual Cliffs of Moher in western Ireland, just as he'd done with his wife several years earlier.

That was a turning point. Now, three months later, he has a 45-minute V.R. reminiscence therapy session every Monday. Ms. Mwilu said he requires less medication for anxiety and is more social. He has even started teaching classes for other residents like how to make paper airplanes.

Roughly a half-dozen companies today focus on providing V.R. reminiscence therapy for seniors in care communities. One of the largest of these, Rendever, works with more than 450 facilities in the United States, Canada and Australia, while another, MyndVR, has partnered with several hundred.

They are part of a growing trend of using virtual reality in health care, including treating patients with [trauma](#) and [chronic pain](#). And with the number of people over age 65 expected almost to double by 2060 in America, the need for technological aides like V.R. for elder care is only increasing. More than [11 million Americans](#) act as unpaid caregivers for a relative with dementia. The middle-aged "[sandwich generation](#)," juggling careers and multiple care-taking roles, is looking to V.R. and other technologies, such as [robo-pets](#), for support.

Eddie Rayden of Rhode Island said his 91-year-old mother, Eileen, brightened when using V.R. to see the Cleveland neighborhood where she grew up. "She immediately lit up," he said. "All of a sudden, she was standing in front of the house she hadn't been to in 80-plus years."

How it works

The concept of reminiscence therapy goes back to 1963. Many psychiatrists at the time discouraged anything that seemed like living in the past, but one, Robert Butler, who later founded the National Institute of Aging, argued that seniors could get therapeutic value from putting their lives into perspective. Since then, psychologists have increasingly recommended using old wedding videos or favorite childhood meals as tools to benefit older people, including those with dementia. Experts say seniors troubled by declines in short-term memory often feel reassured when recalling the distant past, especially their young adulthood.

Over the past decade, faster and more powerful computing have made virtual reality more realistic and have led to studies showing how older people can use V.R. to re-experience meaningful parts of their lives. In 2018, researchers from the Massachusetts Institute of Technology found that virtual reality reduced [depression and isolation](#) among seniors. Other studies have suggested that V.R. reminiscence improves [morale](#), [engagement](#), [anxiety](#) and [cognition](#) by stimulating mental activity, though it cannot necessarily reverse cognitive decline.

Still, larger studies are needed before everyone over the age of 75 is putting on a headset. Dr. Jeremy Bailenson, director of Stanford’s Virtual Human Interaction Lab, is currently leading a clinical trial in 12 states to try to get more data at scale.

“I would never want V.R. to completely replace non-V.R. reminiscence therapy,” he said, but “different people need different tools.”

Senior communities today can pay companies for headsets and access to a library of virtual experiences, many of which are designed for reminiscence therapy. Seniors can participate individually or, more typically, in group sessions.

Prescriptions are not required, and participants often outnumber the headsets. Caretakers and researchers said they start to see benefits after multiple sessions over one to two months. Stephen Eatman, a vice president for Sunshine Retirement Living, which manages Central Parke, said the company’s use of antipsychotics has decreased as much as 70 percent in seniors using V.R. therapy.

In addition to reliving trips to places like Ireland, users can teleport to nightclubs that remind them of their youth. MyndVR offers visits to flamenco, ragtime and classical music venues, complete with musicians and actors dressed in the style of the day.

But users are not limited to prepackaged nostalgic experiences. Relatives, friends and caretakers can also record a [3-D video](#) of a wedding or other event that the person can virtually attend over and over to reinforce new memories. Other family members search Google Streetview for important places in a senior’s life that can be converted into V.R. realms.



Family members have created location-based life stories, including vacations and childhood homes, for those undergoing V.R. therapy.

Dorothy Yu, a business consultant from Weston, Mass., had the streets around the University of Missouri campus converted to V.R. so her father could see the buildings where he’d been a professor. Now a 90-something resident of Maplewood Senior Living in Massachusetts, it helps him remember the work he did there with pride, both during the session and afterward, she said.

“I’ve never seen anything like the reactions to this technology,” said Brian Geysler, a vice president at Maplewood, which now offers V.R. in each of its 17 communities, which are mostly in the Northeast.

Not right for everyone

To participate in V.R. therapy, you have to strap on a headset that covers your eyes and blocks all light, but for the 3-D world you enter. For some older people who didn’t grow up with computers, such immersive technology can be overwhelming, said Amanda Lazar, a human-computer interaction researcher at the University of Maryland.

“The face is a very personal part of the body,” said Davis Park, vice president of the Front Porch Center for Innovation and Wellbeing, a nonprofit that brings technology, including V.R., to senior communities. Someone with dementia may worry when their eyes are covered or have trouble understanding the purpose of strapping a machine over their face at all, Mr. Park said.



To mitigate these risks, Sunshine Retirement limits V.R. activities to certain rooms where seniors can move around safely. They also avoid showing seniors places that could set off traumatic memories, said Mr. Eatman, but people's reactions are tough to predict.

Most providers also limit V.R. reminiscence sessions to 45 minutes, though even at that length, it can cause dizziness and headaches, especially with certain medications. Headsets may also be too heavy for some older adults' necks or may not account for hearing and vision impairments.

Another downside: V.R. can be socially isolating. Traditionally, reminiscence therapy has encouraged groups of seniors to bond over special memories with one another and caretakers. "If someone puts on a headset, the people around them are blocked out," said Dr. Lazar.

The Iona Washington Home Center in Southeast D.C., tries to solve this by projecting seniors' V.R. experiences onto a 2-D screen for others to watch and discuss. The center, run by a nonprofit, received its V.R. headsets through a government grant, which is common for retirement communities. "People around here don't have much money," said Keith Jones, the program specialist. "Most of them didn't get to see the world." When he takes groups to another country in V.R., Mr. Jones positions the few members who've been there at the head of the table to share their memories.



The future of the memory metaverse

In the future, V.R. may offer another way for seniors to combat loneliness — by stepping into the experience with their loved ones.

Tamara Afifi, a researcher at the University of California, Santa Barbara, [has studied V.R. and dementia](#) and is investigating new technologies that let relatives take trips together. Ms. Rayden, who is a 91-year-old resident of Maravilla Senior Living, a community in Santa Barbara, participated in Dr. Afifi's research. She and her 66-year-old son, Mr. Rayden,

took a tour of her old Cleveland neighborhood together, despite his being in Rhode Island.

"I showed him where we played hopscotch and sledded in winter," she said. "It was important that he knew the home we had and the neighborhood. It was my childhood. It brought back wonderful memories."

Since Ms. Rayden's husband died in 2019, she's struggled with sadness and loneliness. Virtual reality has allowed her to take her son to Florida's Intracoastal Waterway, where she'd enjoyed fishing vacations with her husband. "He loved fishing," she said. "Such happy memories."

Ruth Grande, executive director at Maravilla, said that adult children can "stop being caretakers for 30 minutes" when they have these experiences with their loved ones. "They remember what it's like to enjoy being with their relative," she said.

Matt Fuchs is a freelance writer based in Silver Spring, Md.

<https://www.nytimes.com/2022/05/06/well/mind/virtual-reality-therapy-seniors.html>

"The way I see it, you can either work for a living or you can fly airplanes. Me, I'd rather fly." — Len Morgan

US airlines like Delta and United are so desperate for pilots they are dropping some requirements and considering cutting training hours to get more pilots flying sooner

As the pilot shortage continues to rock the airline industry, carriers are struggling to fulfill their flight schedules, and some are even trying to reduce required training hours to get more pilots in the air.



United Airlines pilots walk through Newark Liberty International Airport Niall Carson - PA Images/Getty Images.

On May 13, Alaska Airlines CEO Ben Minicucci apologized in a [YouTube video](#) for continued flight cancellations that have been plaguing the carrier. Minicucci blamed the pilot shortage, saying "we had 63 fewer pilots than what we planned for when we built our scheduled," which caused a "ripple effect."

"By the time we caught this error, April and May schedules were bid on by our pilots and flight attendants, making it impossible to sufficiently adjust schedules to avoid cancellations," he continued.

The Seattle-based carrier is just one example of airlines struggling to find enough pilots to handle the busy post-pandemic travel surge. [According to Bloomberg](#), Delta Air Lines, American Airlines, and [United Airlines](#) have all cut regional flying in recent months due to the shortage, with [United grounding 100 regional planes over the issue](#).

"The pilot shortage for the industry is real, and most airlines are simply not going to be able to realize their capacity plans because there simply aren't enough pilots, at least not for the next five-plus years," United CEO Scott Kirby said in a quarterly earnings call in April, [per CNBC](#).

Because of the lack of pilots, carriers are considering changing long-standing requirements to get more pilots flying sooner, like nixing degree requirements, dropping the mandatory number of flight hours needed to be hired, and increasing the pilot retirement age.

In January, [Delta announced it would end the requirement for pilots to have a four-year degree](#), saying there are qualified candidates "who have gained more than the equivalent of a college education through years of life and leadership experience."

Regional carrier Republic Airways, which operates on behalf of Delta, American, and United, is trying to reduce its pilot training requirements. In April, the airline [asked the Federal Aviation Administration](#) for permission to hire pilots out of its training academy when they reach 750 flight hours instead of the 1,500 hours currently required for most pilots.

There are already hour exemptions in place for trainees with two or four-year degrees that reduce the required hours to 1,250 and 1,000 hours, respectively, according to The Points Guy.

Regional airlines are particularly impacted by the shortage as the mainline airlines scoop up their pilots. Mesa Airlines CEO Jonathan Ornstein [told CNBC](#) it takes 120 days to replace a pilot who gave their two weeks' notice to work for a bigger airline, and that the carrier could "use about 200 pilots."

In addition to reduced training and education requirements, Senator Lindsey Graham (R-S.C.) could propose a bill that will increase the mandatory pilot retirement age from 65 to 67, [reported aviation trade publication Airline Weekly](#). The move would be an attempted fix to the shortage, allowing pilots to stay on with their company for longer before being forced to retire.

"Optically, cutting the number of required flying hours may look like a riskier approach than allowing a healthy pilot to continue flying a few more years," Henry Harteveltdt, travel analyst and president of Atmosphere Research Group, explained to Insider.

"What's critical, though, is for the FAA to promptly sit down with the airline industry to discuss these," he continued. "The airline industry literally doesn't have time for the FAA to drag out these discussions. We have seen route networks and airline schedules cut due to the lack of pilots, inconveniencing passengers and communities, and contributing to higher airfares."

Scams, Spam and Phishing

The Scary Truth Behind The FBI Warning:
Deepfake Fraud Is Here And It's Serious—We Are Not Prepared For An Attack
By Glenn Gow / Contributor Forbes

Editor's note: This was designed for businesses but is a worthwhile read.

The FBI recently issued a warning that malicious actors "almost certainly will leverage synthetic content for cyber and foreign influence operations in the next 12-18 months." Another phrase for "synthetic content" is deepfake content.

What is a Deepfake?

A deepfake is a method to create a seemingly real video with realistic movements and audio. You may think of it as a blend between animation and photorealistic art. Deepfakes are made from an AI-based (Artificial Intelligence-based) deep database that accurately mimics people's faces and voices to the point where they are almost impossible to tell apart from the real thing.

Deepfake Fraud: A New Cyber-Attack Vector

Businesses are often the first target of attack by foreign adversaries. In particular, the FBI warns that deepfake fraud may be used in a "newly defined cyber-attack vector" called Business Identity Compromise (BIC). A BIC is where deepfake tools are employed to create "synthetic corporate personas" or imitate existing employees and likely cause "very significant financial and reputational impacts to victim businesses and organizations."

Technology vendors involved in proving that a person is who they say they are cannot definitively say that a deepfake isn't being used. Bad actors can fake being an employee to gain access to sensitive corporate information.

For example, Russians recently used deepfake filters on video calls to trick senior parliamentary members in Europe into thinking they were someone other than who they actually were. What would happen if someone from outside your company tricks a current employee into letting them into a meeting where highly sensitive information is being shared?

The Financial & Reputational Risks of Business Identity Compromise (BIC)

BIC involves the targeted use of malicious software, sometimes referred to as malware, on an individual's computer or mobile device to enable data and access without their knowledge.

BIC especially concerns individuals and businesses who: Engage in online trading, banking, and other financial transactions; Organize online communities; Produce and distribute online content; Embed content or links on their websites; Follow and engage with social media influencers; Use social media platforms to sell their products or services; Initiate electronic payments; or Perform other financial activities.

An Important Cybersecurity Issue

Businesses need to revisit their security practices in the face of these intensifying challenges to security. The most immediate danger is that individuals may be posing as anyone they want with just a few hours of training with very cheap tools.

The FBI also states, "Malicious cyber actors may use synthetic content to create highly believable spear-phishing messages or engage in sophisticated social engineering attacks."

What You Should Do

The FBI suggests many steps you can take to protect your company from deepfakes. The complete list is here.

5 Critical Ways to Protect Against Deepfake Fraud:

- Educate the board, the senior management team, and your employees about the risks of deepfakes
- Train users to be aware of and report attempts at social engineering, spear-phishing, and otherwise odd behavior
- Don't assume an online individual is legitimate. Find multiple independent sources to validate that person's identity
- Do not provide personal or sensitive corporate information to anyone without confirmation from a legitimate second source
- Establish continuity plans for when (not if) the company suffers from a successful attack

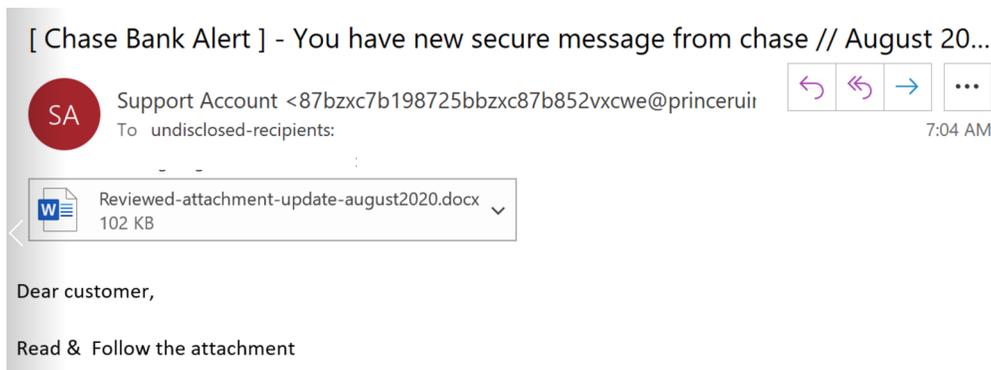
Prepare for deepfakes to become much more common. If the FBI is saying it is likely to happen, know that it will happen.



Phishing email: The header looks like its from Chase, but it is not. **Do not click attachment.**

Clues: The return address is gobbledygook. "87bzc7b . . ."

The "To" is to "undisclosed-recipients". Should have your name/email address.



Letters

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

Dick Sanders – Westlake, OH

Herewith a brief update of goings on.

Mary Lou and I have remained well as have our son and daughter and their families. Great good fortune.

Our calendar shows continued volunteer involvement (masked up, COVID not withstanding) with work at our local foodbank and a hunger outlet in Cleveland. The needs of some people have surely not lessened.

There has been some flying and I am hopeful that will pick up now that good weather is returning. And a frequent co-pilot, Al Cavallaro, is now back in town and surely we can think of a destination we would like to fly to. (See picture.)



Our senior golf league tees it up May 9th and there will be numerous other games. (I would like to say that I am knocking the ball out of sight!)

Through the year '21 we had June and December visits from our son and his family, and November included a Thanksgiving visit from our daughter and her husband. Such nice times. We look forward to an August return from Rick and family.

When I can I have been doing a bit of chronicling on this 70+ year love affair I have had with aviation. It is satisfying to knock out a few lines on WORD when time permits. Surprising how many warm-hearted aviation events come to mind as I rap away at the keyboard.

As with every NEWS reader/contributor it is just plain enjoyable to open each months copy of the news and read the updates. Banging around the system (BOS, EWR, ORD, SFO, SEA, CLE, ORD) I see a host of familiar faces in each months publication.

Those of you who may be reading but not writing, how about jotting a line and letting the rest of us hear how you are doing.

'Til we meet again, take care of one another.

Prop Clear,

Dick

Richard Sanders

CLEFO (and a whole bunch of other domiciles).
Westlake, Ohio 06/15/1933



Howie Aronson – New Canaan, CT

Hello to All !

Just a short note as an informational update as to what is going on these days with me and my family here in New Canaan, CT.

Well I will hit 90 years on Planet Earth-Saturday (14th of May) !! Certainly do not know where the "time has flown". I sure do not feel that age ! Frankly, I am "shooting" for the big One Zero Zero ☐, ten years hence. Don't know if I will last that long , but it is a good goal to aim for.

Thank goodness my wife Marjorie and I have not had any major illness or COVID complications, and we both are in very good health and keeping active. I still manage to fly once or twice per month renting a C-172 up at Danbury Airport to keep my flight proficiency and stay current, including instruments.

One caveat, however, is that the wife has not wanted me to fly solo for the past several years. (Which is fine with me) . It is more fun to fly with some for those "\$100 hamburger sorties", anyway, . Therefore, I fly with a buddy who is a member of my Civil Air Patrol squadron. (I am still a CAP member, yet I do not fly any missions or do any more flight instruction and pilot Stan/Eval flight checks for them.)

As for other activities, Marjorie and I have not done any foreign travelling as we used to due to the both effort and COVID restrictions . But we do hope that as things improve we will at least go to a few places here in the US and Canada that we have not seen or been to.

One item worthy of note is that Marjorie has been slowly retiring and downsizing from her art business which she has been involved with for many, many years. She is not producing any more art pieces or editions.

(If anyone is interested, you can view her art on her website at "mtomchuk.com ") Our son Miles, still lives and works in Denver, right downtown, and is also enjoying the great outdoor life that Colorado offers- hiking, biking, skiing, and camping.

Well, that's about it for now. I want to take this opportunity to thank all the RUPA folks for the hard and good work that they do keeping all of us United retirees associated with one another.

Best Regards to everyone. Stay safe, well, and happy.!!

Sincerely,

Howie Aronson - JFK-LGA

Joel Turpin - Punta Gorda, FL

George, this is Joel Turpin and I was wondering if you could mention something in some future issue of our magazine.

New Rupa member Captain Jack "Troll" Bowen and I were both based at ORD and flew the 737-200 as a crew many times in the early 1990s. Jack was a captain, and I was a first officer. In fact, our final flight together was August 30, 1994, and we had not seen each other since then.

I had asked you to forward to Jack my contact info and he and I got in touch with me last week and found out we both live in Florida. Jack lives in Tampa and I live in Punta Gorda, an hour and a half drive away.

I am still flying professionally for a wealthy family in Pennsylvania and am once again commuting to work. I fly a single engine turboprop Pilatus PC-12NG and mostly fly my boss and his family from Mount Pocono, PA to Key West where they have a house on a private island. I drop them off there, then fly solo to Punta Gorda for my 7-10 day layover at home.

My airplane just happened to be parked on the FBO ramp here when I got in touch with Jack. We made plans to fly my plane together over to Sebring, FL for the traditional \$2,000 hamburger. Having not flown together for 28 years, two retired United pilots got re-United when we once again took to the skies as a crew.

Just thought it would be fun to share this event with the rest of our readership.

Joel

Stay Calm and Keep in Touch.

In Memoriam

RUPA members who have Flown West

Editor's Note. I received the following letter from John Hebbe and have included it as a Prelude to the *In Memoriam* section.

Editor GeorgE

Prelude - *In memoriam* Thoughts

Somewhat of a sad day today.

May 14, 2022. Went to a funeral for one of our own. DCA guy. Probably shouldn't say his name but here it is anyway, Lee Boyd. Lee was approaching 94. Born in the same month, I'll be 89 in September, so Lee was a bit ahead of me in that regard. In other ways he was miles ahead. Popular. Well-liked. In our parlance, a Captain's Captain. Had many of the qualities we might have wanted in ourselves. Good stick. Boy Scout code. Role model (trumpet sounds...applause). All of the good things rolled into one. All of this wonderful stuff was eclipsed by his personality.

Do you remember what it was like when the line bids came out? Who am I working with next month! Believe you me, there were some whose names never made me feel pleased or happy. Not so with Lee. I'd be surprised to hear of any pilot in our DCA-BAL-DIA. . . Oops. Sorry. They changed all that. Our DCA -BWI-IAD crowd. To hear of anyone who wasn't pleased to find themselves in the cockpit with Lee. Full month!

Finding out that you had Lee in the left seat week after a week...for a month...even if the trips were miserable. It would be a great month with Lee and his personal, warm, unique Captain-style, sitting in the left seat, leg after leg. All of the good things rolled into one. Get the picture? Good. Because I'm about to come down on some or many...OR MOST of you like a sledgehammer.

How many retired guys and gals reading this at the moment? Big number, I'm sure. Rude question follows. How many of us will be tripping the light fantastic at some point down the road? (Avoiding the dreaded word, 'dying', since it sounds so gloomy and, well,terminal). God forbid that I would bring that up. Can I take that back? Please? Like hell. Our days will come. Guaranteed.

Typical, well-trained United Pilot Type, I arrived ten minutes early for the one-hour visitation prior to the memorial service itself. Time to chat with the familiar faces I'd worked with for thirty five years.....and meet Lee's wife and kids, etc. We've all been there. Lots of unfamiliar faces. WAIT! There he/she is. Another retired UA type. We can revive old memories of flying with Lee...and each other. The good old times. Until going into hear the eulogies and good words about our departed buddy.

Skipping now to 'Now you'll hate me' part, it goes like this. Today's get-together's ran from 9 until 10. I kept looking around to find a familiar UAL face. None. Not even one. I was the only Friendly Sky type on the premises.

Introduced myself to some of Lee's friends and did the expected, instantly forgettable, smiley-face, shallow conversation. For an hour. But no familiar UAL faces and this made me sizzle.

If Lee had been a jerk (and we ALL know there were jerks in the left seat!)....then I wouldn't have been surprised. But Lee was the good side of the coin. Example for all, etc. And I was the only cockpit pal there.



UNITED AIRLINES

Once you have tasted flight,
you will forever walk the earth with your eyes turned skyward,
for there you have been,
and there you will always long to return.

THE COMPLAINT. Were we brought up differently? When your buddy dies, you give a half-hearted salute and move on? Is this how it's supposed to happen? I don't mind admitting 'truths', I've never been the most popular guy on the street. When I die...can't be that much farther away...don't you think I'm paralyzed by the idea that NO ONE WOULD BOTHER TO SHOW UP FOR MY FUNERAL? I am. Price you pay for being as infinitesimal as you might have been. You get what you deserve. How harsh! Told Carol (my bride of 52 years), to turn me into ashes. Dig a hole behind church and drop me in. Amen. That's enough. But don't try to set up some unforgettable service and no one shows up. Except you. Heaven forbid. **Here's my advice:**

If you're reading this (a fact here unless you, alone, can read after dying), your shining moment will come. You want pals to show up to reminisce about your good qualities (everyone has a few of these). Start a movement . . . or revive an OLD MOVEMENT where it's respectful to attend memorial services for friends. I don't know if they 'are looking down to see who shows up'...that sort of thing. I, personally, don't believe in that after-life stuff. Like resurrection and that sort of thing. And I didn't believe in it when I was a German Shepherd either.

When a friend from ages ago passes away, consider suiting up and attending a memorial service. It may not mean much to you, but I guarantee it will be important to his or her survivors. It's easy to just give an Amen and let it go at that. But think about the times you shared with him or her and what you gained from it.

Inconvenient? Screw that. Just be there. It's a one-time thing.

Regards,

/s/ John Hebbe

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

Lee Hershey Boyd



On Monday, April 25, 2022, Beloved husband of Wendy for 37 years; father to Susan Chalfant (Kenny), Steve Boyd (Susan), JoAnne Paulson (Danny), Geoff Blanchard (Debbie), Ted Blanchard (LeAnn), Scott Blanchard, Amy Ricchetti (Steve) and Margie Rhodes (Bobby). He had 18 grandchildren and two great grandchildren. He was preceded in death by his first wife, Marilyn Hughes.

Lee was born in Philadelphia, graduated from Upper Darby HS, and attended the Pennsylvania Academy of Fine Arts.

As a naval aviator, he flew the F6F Hellcat while he was stationed on the USS Boxer Aircraft Carrier. He was a Boeing 727 pilot with United Airlines (UAL) for 32 years.

Lee was a beautiful watercolorist. He spent many years volunteering as a knowledgeable docent at the Udvar-Hazy Air and Space Center.

Besides his love of aviation, he enjoyed tennis, golf and skiing. Everyone would agree, he warmed every room with his smile.

A memorial service was held at 10 a.m. on May 14, 2022 at Fairfax Memorial Funeral Home. Burial was at Fairfax Memorial Cemetery. Those who wish to honor Lee's memory may do so by making a donation to the Smithsonian Udvar-Hazy Center at [Airandspace.si.edu/donate](https://airandspace.si.edu/donate)



Arvid “Arvi” von Nordenflycht



Gustaf Arvid “Arvi” von Nordenflycht passed away peacefully at home on April 8, 2022, age 81.

Arvi was born in Berlin, Germany to Wolfgang and Anna Liisa (Hyttinen) von Nordenflycht. He had a lifelong love of planes, trains and automobiles and as a young boy, he dreamed of becoming a pilot. He spent his childhood in Germany and his mother's home country of Finland. In 1957 he emigrated to Vancouver, Canada, with his mother and sister. He learned English working as a pin setter in a bowling alley and delivering telegrams by bicycle. He then became an auto mechanic at a repair shop while finishing his high school diploma at night. All the while, he pursued his dream of becoming a pilot, taking lessons, accumulating hours, and making life-long friends at the local airport.

In 1964, Arvi was hired by United Airlines and soon moved to Los Angeles, where he would stay for the remainder of his career, retiring in 2000 as a 747 captain. Living in Manhattan Beach, he met Sue, a United flight attendant. They married in 1967, moved to Rancho Palos Verdes in 1971, then spent 54 years together, traveling as often as possible. Arvi's love of travel and his career in the skies took him to every continent and over 65 countries.

Flying was not just a career but also a passion. He loved flying his private Cessna out of Torrance Airport on adventures to Catalina Island, all around California, and even to Alaska and Churchill, Manitoba. Sharing his passion with others, he volunteered with the Young Eagles, helped establish the Torrance Airfare, and served on the board of the Western Museum of Flight. The trains and automobiles were not neglected, though, as he constantly tinkered on his 1966 Buick and turned first a spare bedroom and then his backyard into sprawling model railroad layouts.

He also found time to volunteer with a variety of community organizations. He served on the RPV Transit Advisory Committee, coached youth sports, served on the PTA, and supported the Norris Theater through Bravo.

He was an early adopter of VHS video cameras, becoming the unofficial videographer for many PV Children's Theater productions. Often described as a "character", Arvi was gregarious to say the least, made new friends wherever he went, and loved to tell a good story or three.

In his retirement years, he socialized with a monthly bowling group at Gable House, the Del Amo Flyers, the airport lunch bunch, Red Barons, and weekly Friday picnics at Point Vicente.

He was a dedicated husband, enthusiastic father and grandfather, and a loyal friend. He will be deeply missed by his wife, Susan (Hogan); children, Andrew (Haeryung Shin) and Alisa Todd (Matt); and 3 grandchildren: Serafina, Martin, and Jackalyn. He also leaves behind his sister, Kirsten Williams (John), of Vancouver, B.C. and many, many friends near and far.

A celebration of life will be held at 1 pm on June 12 at the Western Museum of Flight at Torrance Airport. In lieu of flowers, donations may be made in his name to the Western Museum of Flight or to your favorite charity. Please share your own remembrances at tinyurl.com/arvi-von



**“The engine is the heart of an airplane,
but the pilot is its soul.” - Walter Raleigh**

Flown West

Remembering United Pilots who have Flown West

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

**denotes RUPA non-member*

Lee H Boyd	Apr 25, 2022
Dennis E Daniel *	Jan 3, 2022
Richard “Rich” C Moen	Apr 18, 2021
Francis “Frank” A Morton, Jr.	Oct 25, 2021
Dale “Rob Robertson” *	Oct 21, 2021
Alfred “Al” F Vanleuven	Oct 9, 2021
G Arvid “Arvi” von Nordenflycht	Apr 8, 2022

HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941

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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 hrs) *Yosemite Falls Café, Clovis, CA*

MRY: Monterey Peninsula (2nd Wednesday) - 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, Noon) - *Harry's Hofbrau, Redwood City, CA* 650-349-6590

SFO: San Francisco East Bay Ruparians (2nd Wed. 1300 hrs)—*Black Bear Dinner, 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 proseada@yahoo.com

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

Georgia

ATL: Atlanta Buzzards. (1st Tues of Jun, Sept, Dec, Mar @ 1300 hrs) - *Malone's* on Virginia Ave., just north of Hartsfield
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 1130 hrs) - *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, Noon) - Call for monthly restaurant in Florence. Larry 541-999-1979

PDX: The Columbia River Geezers (2nd Tuesday 1100 hrs) - *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, Noon) *Broken Egg Café, Shenandoah, TX*

Washington

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

SEA: Seattle Gooney Birds (2nd Thursday 1100 hrs) - *Airport Marriott* 3201 South 176th St SEATAC

Washington D.C.

DCA: Washington D.C. Area (3rd Wednesday, Jan, Apr, Jul, Oct) - *TBD* - 540-338-4574

DCA: Williamsburg, VA (2nd Saturday 1130 hrs) - *Victoria's Restaurant, VA* 757-585-2815

A Look Back

United Airlines and RUPA History

10 years ago - Jun 2012

rupanews
Journal of the Retired United Pilots Association

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RUPANEWS
Journal of the Retired United Pilots Association

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United Airlines DC-7 and F-100F Midair Over Clark County, Nevada April 21, 1958

On April 21, 1958, a midair collision between a DC-7 and military jet shocked the world and led to sweeping safety changes.

Here are links to two different stories:

<https://simpleflying.com/united-airlines-flight-736-collision-story/>

https://en.wikipedia.org/wiki/United_Airlines_Flight_736

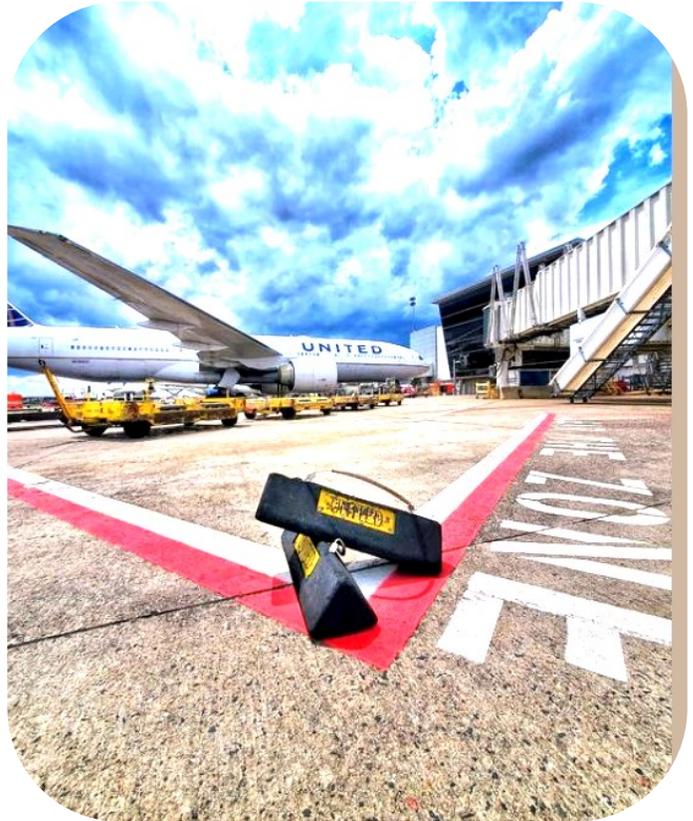


Member Photos

Member-submitted layover and work-related photos



Capt Don Wolfe - Fleet Week fly-by. SFO - 2014
By Lesle Thomas



Chocks. IAH. - 2021 By Victor Gutierrez



Arrival Terminal during Covid. PVG - 2022

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Protecting the Great Wall. PEK - 2005

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