

# rupanews



**Journal of the Retired United Pilots Association**



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# Member Photos

Member-submitted layover and work-related photos



John Hebbe. 767. Fall, 2000.



Engine intermix @ taxi.



All Purdue 727 crew: Capt. Bruce Stover,  
F/O Gary Robinson, S/O Brad Goad. April 1997.  
by Bruce Stover



Jim Livingston and UAL new hire Matt  
Inscoe at his wings pin on. 8/12/22.

# NOTAMS

About the Cover . . . . . United B-777ER at Adventure Oshkosh 2022

<https://philip.greenspun.com/blog/2022/08/12/united-airlines-at-oshkosh/>

About the Back Cover . . . . 737 Cockpits. 737-100 vs. 737-MAX 9. ©Aviation Forum Community

## 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](mailto:rupasectr@rupa.org) Or mail to:

RUPA  
PO Box 757  
Stowe, VT 05672



## Remember - The Jan issue is the RUPA Directory

There is an abbreviated eRUPANews which contains important phone numbers, etc. but does not contain personal data.  
The full directory is mailed to you.

**Mark your calendar:** RUPANews deadline for letters, luncheons, reports, etc. is not later than the 15th of month prior to publication.

**Luncheon reps.** Verify your luncheon info in the RUPANews and [website](#) is correct.

**Change of Address:** Can be done [on-line](#) or email to [RUPA Sec/Treas.](#)  
The editor cannot make the change.

# DUES

## How to pay your RUPA dues

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

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## President's Letter

Don Wolfe [rupapres@rupa.org](mailto:rupapres@rupa.org)



Rhapsody in Blue flowed through the air at [EAA Air Venture 2022](#). A big UAL Boeing 777ER approached show center at a high rate of speed as UA Flight Test **Captain Joe "Sack" Sobczak** picked up the microphone and began the narration about United Airlines and the 777ER. It's been decades since a pilot from United Airlines manned the announcer's stand while one of United's airliners made multiple passes for the crowd. **Captain Jim Lacy** set the standard years ago with the DC-8 and United Airlines finally returned in full glory with the [Boeing 777ER flight demonstration](#).

UA Flight Test Captains **Ty "Tiny" Loutzenheiser**, **John "\_\_\_\_" Mawhinney** and **Randy "Abe" Abraham** put the big jet through a 10 minute aerial display showing the beautiful lines of the airplane and the big corporate logo on the tail. The team will perform again on October 7-9, 2022 at the [San Francisco Fleet Week Air Show](#).



Just like the old days there were numerous UA pilots flying at EAA Air Venture 2022. On opening day [The Rocky Mountain Renegades](#) performed in their Van's RV aircraft with flight leader **Captain Tom "Strato" Spratt** putting the 5 ship formation through an aerobatic display that is second to none. **Captain Scott "Ginsu" Ginn** was #2, **Captain Steve "Weasel" Cox** #3, **Captain Chris "Twister" Murphy** #4 and **Captain Bob "Wizard" Markert** was #5. This year's team is all United and they confirm that the "Callsign Committee" is fully operational in 2022.

On July 4, 2022 UA **Captain Gerry "Fossil" Molitor** retired as #1 on the airline. His retirement was just in time to arrive at Air Venture with [The Phillips 66 Aerostars](#). The Aerostars fly the Extra 300L which is a high powered aerobatic aircraft stressed to +10/ -10 G's. One of the team members was absent so Gerry participated in the Phillips 66 presentations and gave VIP rides throughout the week.



UA **Captain Larry "Lumpy" Lumpkin**, President of [The North American Trainers Association](#) flew the [P-51 "Gunfighter"](#) in several formation sorties at Air Venture. Lumpy mentioned that there were at least two other UA pilots flying T-6's in the show and one UA pilot flying the B-25.



Captain  
Gerry  
"Fossil"  
Molitor  
and wife  
Kathy





The EAA gave airplane rides in the ever-popular [Ford Trimotor](#). UA **Captain Bill “WH” Sleeper** and UA **Captain Bill “PG-13” Thacker** flew numerous flights in the lumbering old taildragger. It’s amazing to see those old airplanes still flying.

Even though I didn’t make it to Air Venture this year I’m honored to be associated with our UA peers that flew in the show, manned the display stands, gave presentations and flew the Trimotor. We are reminded daily that automation, single pilot airliners and drones are in our future. One of the most highly automated aircraft in the world is the UAL Boeing 777ER that flew at Air Venture this year. I find comfort in knowing that the 777ER was hand flown throughout the demonstration with almost every automated system turned off. The pilots flew the big jet by looking out the windscreen just like



**Captain Spratt** in his RV-8, **Captain Molidor** in his Extra 300, **Captain Lumpkin** in the P-51 and **Captains Sleeper and Thacker** in the Ford Trimotor. Our “kind” may be nearing extinction, but like Maverick said in the recent Top Gun movie; “Maybe so sir, but not today.”

There’s no reason we can’t make our biggest contribution to society and live our finest chapter during retirement. Thank you to all the UA pilots that flew at EAA Air Venture 2022. Together you showed the world that the best pilots were hired by United Airlines.

May you find joy in every day!

*wm*

Captain Don Wolfe

# Welcome New Members

<u>New Member</u>	<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
Capt Duane C Barningham	ORD	Sonia	Bean Station, TN
Capt James “Bo” A Callaway	ORD		Lake Villa, IL
Capt Daniel “Dan” G Waingrow	SFO	Debbie	Normandy Park, WA
Capt James :Jim” R McCarrick	DCA		Islamorada, FL
Capt James “Jim” J Smith	ORD	Cheryl	Williams Bay, WI
Capt Karl L Frickelton	ORD	Ann Marie	Crystal Lake, IL
Capt Roch “Rock” A Naert	ORD	Julie	Urbandale, IA

# R & I Report

Retirement and Insurance Information

Bob Engelman [rupari@rupa.org](mailto:rupari@rupa.org)



I hope you're all escaping the wildfires and/or floods and having a safety, healthy summer.

Some of us have been discussing caregiving as our parents are aging. Heck. As **we** are aging. This article is from AARP. It won't apply to everyone, but it's a good beginning for such discussions. I know that some of you don't have an Advantage or supplemental plan and are covered only by Medicare.

My wife and I have a long-term care policy with Mass Mutual. In the last three years, the premium has increased 30% a year. The only thing that keeps it semi-affordable is reducing the number of years of coverage, the daily benefit, or extending what's called the "elimination period." I chose to go from a lifetime coverage plan to one that's only for four years. The reason is that of the people who even must use this type of coverage, most only live for three years.

Terrible stuff to have to consider, but I'm seeing friends dealing with this frequently now.

## Medicare Home Health Benefits: What Caregiving Costs Are Covered

**The key to qualifying for some paid services is whether your loved one is 'homebound'**

by Jennifer J. Salopek, [AARP](#), July 13, 2022

[Medicare](#), the government's medical insurance for people age 65 and older and younger people receiving [Social Security disability benefits](#), isn't designed to pay for 24-hour care for a loved one at home.

But with a doctor's orders and plan of care, you can get costs covered for several necessary services if you are caring for a loved one who is homebound because of a chronic illness or injury.

Covered services include:

- [Home health services](#), part-time or intermittent, provided by [home health aides](#).
- [Medical social workers](#), who help with emotional concerns and with understanding a disability or illness.
- **Occupational therapists**, who help people do the daily activities they need to live life more easily.
- **Physical therapists**, who help restore movement in those who might have weakened while being hospitalized.
- **Speech-language pathologists**, often used after strokes to help restore communication and swallowing.
- **Skilled nursing care.**



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## What 'homebound' is

- **A person has trouble leaving home** without help because of an illness or injury.
- **Or a patient's medical condition** means that leaving home is not recommended.

Attending adult day care or religious services, or infrequently going out for medical treatment or special occasions, is OK under Medicare rules.

## Care can't be full time

These services are limited to fewer than seven days a week or less than eight hours a day for up to 21 days.

Medicare also [covers medical supplies](#) and up to 80 percent of the cost of medical equipment, such as a wheelchair or walker, if a doctor certifies that it is medically necessary.

Home health care has many benefits: It is usually less expensive and more convenient for patients and can shorten their stay in a hospital or skilled nursing facility. It also can help them recuperate faster. Medicare beneficiaries have no copayments for approved services.

"Not only can home health care help to avoid accidents and falls, but it can increase your loved one's happiness," says Gretchen Jacobson, associate director at the Kaiser Family Foundation.

It's a popular benefit: From 2002 to 2019, the number of Medicare beneficiaries using home health grew by more than 30 percent, according to a [Commonwealth Fund report](#). There was a 6 percent decline in 2020 as the [COVID-19 pandemic](#) took hold, but even that year, there were nearly 2.9 million home health users among beneficiaries, and about 8.9 million home health claims.

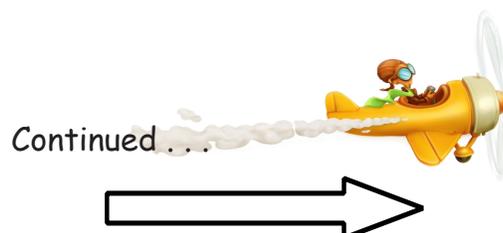
## How to qualify for benefits

To ensure that your loved one can take maximum advantage of Medicare home health benefits, review these important requirements:

**Patients must be under a doctor's care**, and the doctor must issue a plan of care that certifies the patient needs one or more of the services listed above. In addition to certifying that need, a plan of care specifies the type of health care professional who should provide the services, how often the services will be provided, any needed medical equipment, and the results the doctor expects. The doctor and the home health team review and recertify the plan of care at least once every 60 days.

**Patients must see their doctor in person** less than 90 days before or 30 days after home health services begin.

**A Medicare-certified agency must deliver** Medicare home health services. Agency personnel will coordinate the services the doctor orders. For help finding a certified agency near you, Medicare offers a tool called [Home Health Compare](#) on its website.



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## Types of services provided

Different kinds of home health care professionals deliver different services.

**Registered nurses or licensed practical nurses** under the supervision of a registered nurse deliver skilled nursing care.

This includes:

- **Changing wound dressings**
- **Giving injections**, intravenous drugs or tube feedings
- **Teaching about prescription drugs** and diabetes care

Some of the tasks home health aides do include:

- **Assessing pain**
- **Checking blood pressure**, breathing, heart rate and temperature
- **Checking the safety** of the home
- **Ensuring medications** are being taken correctly
- **Monitoring food** and drink intake
- **Teaching patients** and caregivers about the plan of care and how to carry it out

**Professional therapists** provide specific kinds of services, including physical therapy, speech therapy and occupational therapy.

**Social workers** provide medical social services.

"Your doctor or other health care provider may recommend you get services more often than Medicare covers," Medicare's website says. "Or they may recommend services that Medicare doesn't cover. If this happens, you may have to pay some or all of the costs. Ask questions so you understand why your doctor is recommending certain services and whether Medicare will pay for them."

Medicare home health benefits do not cover full-time skilled nursing care. They also do not cover drugs, housekeeping, meal delivery or transportation.

To find out whether an item, service or test is covered under home health benefits, check Medicare's [home health services page](#) or download its What's Covered app from the [Apple App Store](#) or [Google Play](#).

"Most family caregivers aren't familiar with Medicare," says Amy Goyer, AARP family caregiving expert. "It's important that caregivers learn what it covers and what it does not. Part of our role as caregivers is to advocate for our loved ones."

*Editor's note: This article was originally published Oct. 11, 2019. It has been updated with more recent information on home health use by Medicare beneficiaries.*

*Jennifer J. Salopek has been a health care writer and communications strategist for more than 20 years. Her health care pieces have appeared in major outlets including The Washington Post. Follow her on Twitter @jsalopek.*

## Learn More about Caregiving Help

[Resources that can help pay for caregiving](#)

[Hiring and affording a home care worker](#)

[How to get paid as a caregiver for a family member](#)

## Dental Implants Catch 22

One more issue to mention. One of our members needs to get dental implants. Our UAL Aetna Medicare Advantage ESA PPO Plan covers them. It's right there in our plan verbiage. The problem, the Catch 22, is that Medicare, and therefore Aetna, won't cover them without the proper medical code. But dentists don't use medical codes when filing claims. They use dental codes. Our member who is caught up in this may have to file a lawsuit to get the coverage he is supposed to have. Oh yeah. Dental implants are extremely expensive, unless you travel to Costa Rica!

If any of you have run into this ridiculous problem, please contact me and let me know.

That's all for this month.

*Bob Engelman*

RUPA R & I

### Important Aetna Phone Numbers

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



Hello folks. Did you hear about the 12" ruler?  
They don't make them any longer.



**If you notice cows  
sleeping in a field,  
does that mean it's  
pasture bedtime?**



# Travel Report

Retiree Travel information



**Sept 2022**  
 Captain Pat Palazzolo  
[rupapasstravel@rupa.org](mailto:rupapasstravel@rupa.org)

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

## Finding out seat availability on other airlines.

**First, a note about the Employee Travel Center:** For the time being, we can now reach them only through Help Hub, or as some people refer to it, *Unhelpful Hub*, which is found on the *Flyingtogether* web site.

I've relayed my concerns to the company about our frustrations with Help Hub. The most common complaint I receive is that if they don't know the answer to your question, they'll often just give you an answer to a question you didn't ask, and then label their email response "Issue resolved," which it isn't of course.

The company's response was, "Help Hub is here to stay, but I will forward your concerns to them."

Great.

A suggestion for getting an answer that you need: Since many of those who reply to you are from overseas, please make your question as clear, simple and concise as possible. Also, try repeating your question again but in a different way. If that doesn't work then write them back and tell them you suspect they didn't understand your question, and then ask it again — even clearer if you can.

It's been a while since many of us have been traveling so I'm updating some suggestions for determining seat availability on other airlines.

There are three ways to get an idea of your chances.

1. [iddeals.com](https://www.iddeals.com) costs about \$25 a year and will give you the seats still available on almost every flight in the world, except Southwest. In the screen shot on the right, my phone screen shows the seats still available for sale on the following day from Sydney to Perth. We happen to have ZED benefits on both carriers listed. But be aware that on some routes we may not have benefits on some of the carriers shown. How accurate is [ideals.com](https://www.iddeals.com)? From my experience I'd say they're usually in the ballpark.

Flt No.	Dep.	Dep. Time	Arr.	Arr. Time	F	J	Y
VA551	SYD	07:15	PER	10:30	n/c	n/c	9
QF643	SYD	08:25	PER	11:20	n/c	1	3
VA555	SYD	09:15	PER	12:30	n/c	n/c	9
QF645	SYD	10:25	PER	13:20	n/c	n/c	9
JQ986	SYD	12:05	PER	15:05	n/c	n/c	9
QF647	SYD	12:50	PER	15:45	n/c	1	3
VA559	SYD	13:30	PER	16:45	n/c	n/c	11
QF655	SYD	16:55	PER	19:50	n/c	2	20
VA565	SYD	17:15	PER	20:30	n/c	2	21
QF5	SYD	17:55	PER	20:50	n/k	n/k	20
VA567	SYD	18:15	PER	21:30	n/c	2	21
QF651	SYD	18:25	PER	21:20	n/c	3	40+
QF653	SYD	19:55	PER	22:50	n/c	9	40+
JQ988	SYD	20:10	PER	23:10	n/c	n/c	9
VA569	SYD	20:15	PER	23:30	n/c	4	21

Departure Date: 2022-08-08



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**2. Staff Traveler** is a free app you can download on your phone or tablet. It allows you to request the number of available seats and the number of standbys on any flight. Your request is then made available to employees at the other airline who will check their company's web site and reply to you via the app, with a copy sent to your email address of record.

Keep in mind that many employees at US and European airlines list at the last minute, including at United, so the Staff Traveler app will become more useful the closer in to departure time you get.

In order to place a request you have to pay one point to the app. You can accumulate points by replying to employees at other airlines who need load and standby info on United's flights. Each request you answer puts another point in your bank. You can also purchase points from the app.

It's not hard to accumulate points. While I was recovering from a surgery I accumulated over 600 points. Which is enough to last me though my next life where I'm planning to be the chief pilot at a small float plane operation in the South Pacific.

Important note, the Staff Traveler app only works for airlines where the employees at that airline have access to a company web site that will display for them seat availability and the stand by list on their flights. A number of airlines don't give their employees access to this information. So if your request goes unanswered, your point will be refunded to your bank.

I've found dependable and timely responses from all major US and European airlines. I've had less success with many Asian airlines and third world airlines. This is especially true of airlines where their employees receive no or limited travel benefits.

**3. My ID Travel Purchase** link (Located where you purchase your ZED tickets) in the "Other Airline Travel" section on *Flyingtogether*.

When this web site displays the flights available for you to purchase it will also display for each flight a green happy face, a yellow neutral face or a red sad face to indicate how many seats are available.

This colored face feature is not available unless you type in the name of the airline whose flights you want to check as opposed to the "All Airlines" option displayed as a default.

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**The saga of our interline benefits with Thai Airways:** About two months ago Thai Airways advised United and all the other Star Alliance carriers that they have canceled our interline agreements with Thai and submitted a proposal for a new agreement more to their liking. Thai's proposal would have been a significant degradation of our interline benefit. As a result United and the other Star Alliance carriers declined to be a party to their proposal.

This past week I asked if any progress had been made with Thai. I was told that Thai has dug in and hasn't budged and "as a result, I don't expect an agreement with Thai in at the foreseeable future."

*Enjoy your travels and be safe.*

*Pat*



**Non-Rev Training**

## Luncheons / Local Reports

Check the Luncheon Information page for your area

### CLE - Cleveland Crazyies

On a beautiful Thursday afternoon in July the Cleveland Crazyies met at Lager and Vine Restaurant in Hudson, Ohio for a great lunch and a time together.

We had 12 members and wives present. We had many great stories, jokes and articles from all present. **Dick Sanders** had a great article about a dog that had everyone laughing throughout the reading. **Bob Olsen, JoAnn Pinter, John Pinter, and Phil Jach** also kept us laughing with their jokes. We also recognized several members that could not attend because of medical reasons and appointments.

*Cheers, Phil*



Standing L-R: Phil Jach, Rob Marshall, Bob Lang, Bob Olsen, John Pinter, JoAnn Pinter, John Hochmann and Jim Burrill.

Seated L-R: Dawn Lang, Dick Sanders, Linda Jach and Monica Burrill.



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## DCA - Eddie O'Donnell Group

Our second lunch at Kilroy's Restaurant went very well. Our server, **Kelly** did a good job of keeping the lunch orders straight and was most pleasant. There were good reports on the French Dip, the Prime Rib Sandwich and the Ahi Tuna Salad. The owner, **Mr Phillip Thomas** is the nephew of UAL Ret **Capt Jerry Crawford** (deceased).

As usual, we began by gathering around the table standing for 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. Lee Boyd** and **Capt. John Musick**. We remembered the pleasure of their company and the part they played in our lives and our profession.

Conversations ran the gamut of "Why is it, when I try to get rid of something, my husband puts his arms around it because we might need it some day?" to "Big Fish Stories" from **Paul Gilson** when he was a young Navy Lt.

Then **Fred Keister** and **Bob Goodman** and **Gary Cook** were mentioned and well wishes were expressed.

We were glad to see **Ed Miller** and **Olga**, his driver. Ed had a fall that really messed up his right knee and had him in rehab physical therapy for about 6 weeks. He has moved with family to Hume, VA.

The only complaint from the group was when someone thought there had actually been an attempt at humor. Yours truly, certainly found the groans to be amusing.

Door Prize winners were **Jon** and **Paul**. **Bernie** won the 50/50 and returned his winnings to the Memorial Fund. We were a smaller group this month.

Our luncheons are quarterly, the 3rd Wednesday of Jan, Apr, July and Oct, at Kilroy's Restaurant in the Ravensworth Shopping Center on Braddock Road at the West Side of the intersection with The Beltway (I-495). <https://www.kilroys.com/>. We invite any of RUPA to join us. Social time begins at 1115 with lunch served about noon. Next luncheon is October 19. Contact E.K. Williams 540-338-4574 [EKWJR@earthlink.net](mailto:EKWJR@earthlink.net) to ensure a place at the table and a bean in the pot.

*E.K. Williams, Jr.* Washington Area Representative



L-R: Dave & Anne Strider, Pat & Gil Coshland, Larry Grube, Linda & Bernie Schwartzman, Jon Beckett, Ed Miller and Olga, Betty & E.K. Williams, Paul Gilson, Mike Henderson and "Thumbs -Up" to our photographer, Stokes Tomlin who actually got into the picture this time.

## KOA - Big Island Stargazers

Many of our Big Island members turned out on a nice summer day for our July meeting. **Lex and Ebby Pinson** shared photos of their recent barge cruise in France—including many pictures of excellent French vintages they sampled while cruising the waterways. **Don and Jen Diedrick** enjoyed a great July Alaska cruise followed by a trip to London to visit family. We welcomed recent retiree **Burt Stull and his wife Jan** who were visiting from the Houston area, and **Gerry Baldwin's** friend **Stephani Carpenter**. If you're in town on the third Thursday of the month, please join us at The Fish Hopper restaurant.

*A hui hou...*

*Linda Morley-Wells*



L-R: Don Diedrick, Walt Wells, Linda Morley-Wells, Lex Pinson, Mary O'Neill, Dennis Tatti, Jan & Burt Stull, hidden Gerry Baldwin & Stephani Carpenter, Tim O'Neill, Bill & Linda Hayes, Ebby Pinson. David Carlson & Winfield Chang attended but missed out on the photo op.

### Aviation Terms. . .

**BANK** - The folks who hold the lien on most pilots' cars.

**CRAB** - A VFR Instructor's attitude on an IFR day.

**SPOILERS** - FAA Inspectors.

**TURN & BANK INDICATOR** - An instrument largely ignored by pilots.

## PAE - Pacific NW Flyers

Small but mighty, our group met on a warm late July day in the Pacific Northwest corner of our nation. KBVS , Skagit Grill was where the dart landed on the sectional chart for a nice lunch meeting.

Many of our usual attendees were predisposed this month with everything from work, to planes down for annual, medical issues, visiting Canada, Oshkosh, or camping in the wilds of Idaho and Montana.

Those not present were of course the subject of conversation :)

Hopefully our August Fly-in / Drive-in will have better attendance.

Till then best to all Ruparians for a great summer.

*Cort*



Don Lake , Cort de Peyster, Jack Bard.

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## IAH - Houston Tex-Mix Group

Another great luncheon was held at Another Broken Egg in August. We had seven members and **Wally** had his Granddaughter join us. **Wally** gave us an update on United's hiring and the state of the pilot shortage. **Bob Vanderbilt** handed out CD's of radial engines from different aircraft that he had recorded for us.

Excellent food and conversation. **Zuly** was the best at handling all of our lunch needs, and we will be back in September.

*Ross*



L-R: Mark Long, Tom Keine, Bob Vanderbilt, Aubree Zane, Wally Zane, Bert Stull, Ross Miller. Nicholas Bonacci not pictured.

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## RNO - Reno's Biggest Little Group



L-R: Jim Nugent, Gary Dyer, Jim Whiteley, Sam Jacobson, Pat Flanagan, Gene Lamski, Len Bochicchio.

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## SMF - Sacramento Valley Goldwingers

Hello all from Sacramento and the surrounding area. We have some extremely bad news in that none of our Goldwingers won the 1 Billion dollar nationwide lottery. Being a Polish guy, I did win the a lottery one time. It paid out \$1.00 per year for a million years. So be it! On a more somber note, **Jeff Greco** was a Goldwinger for many years after his retirement. It came as quite a shock to us after it was released that he had passed away. Jeff was a long time ALPA and RUPA member who was based in SFO. So very sad for his early departure from this planet. On a happier note, it was publicly released that **Jerry Blalock** turned the ripe old age of 90 years. Congratulations Jerry on 90 wonderful years. In aviation and other related news we discussed the aviation summer travel and how it has turned to pre-pandemic levels. Many airports including London Heathrow and Amsterdam have imposed airport enforced capacity restrictions. Other popular destinations like Hawaii, the rest of Europe and Asia are also in high season and pass traveling may be a challenge. Traveling between the US and Canada just got easier as United announced their expanded partnership with Air Canada. Customers are now able to connect to 38 codeshare destinations in the US and eight of Canada's most popular cities. At more than 100 US airports, travelers no longer need to scan their boarding pass at security due to the new Credential Authentication Technology system. This can be accomplished by simply scanning their ID. United has disclosed they are hiring 40-70 pilots per week and they have dropped the requirement for a four year college degree. We found it somewhat comical that an Alaska Captain had a disagreement with his copilot prior to departure. So, the Captain walked off the airplane leaving the passengers stranded. We all know, this type of disagreement and resultant action never happens with United pilots in the cockpit. Ya right! Haha.

By the time you may read this, we all will be well past the summer months and Fall will be around the corner. I hope you all enjoy this time of year. I, personally, love it as football season will have started and the leaves will be changing colors. It is a beautiful time of the year. Take care all.

*Still Flying High,*

*John Gorczyca*



Front row L-R: Bob Lynch, Jerry Blalock, John Gorczyca.

Back row L-R: Trudy Engeldinger, Rod Violette, Helene Violette, Bill Authier, Kathy Lynch (head turned) Lori Muir, Marv Alexander, Dave Ulm, Mike Kozumplik, Jim Harty, Sharon Gorczyca, Mike Houlton, Karl Winkelbrandt. Honestly, not our best picture. I blame it on the new cameraman.

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## DCA - Leesburg Group

Well, there was another monthly get together of the Washington RUPA Pilots on the first Friday of August, as usual, August 5th, to be exact, @ 0900 hrs at the IHOP restaurant in Leesburg, VA . We will convene again on the first Friday of September... September 2nd and you are welcome to come... No reservations necessary!

See you then! chief scribe and photographer,

*Stokes Tomlin*



CW from the Left: Gil Coshland, Dave Anderson, Bill Davis, JC Black, Stokes Tomlin, EK Williams, Dave Strider and Charlie Schwab (our PAA Rep).

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## SFO - North Bay Group

The SFO North Bay group met at our usual time and place, Cafe Bellini in Petaluma, 11:30 join up and the formation begins. (A little airplane talk there.) We had as a special guest **Master Nolan Beauchamp**, all of five years old, accompanied by his Mom, **Chanielle**, and his great-grandmother **Doris Donegan**. Nolan thinks he may be a pilot some day so he is more than welcome.

We meet the first Wednesday of the month at Cafe Bellini, 100 S. McDowel Blvd.in Petaluma. 11:30 get together with a noon sit down and a fine lunch follows. All are welcome.

*Barney*



L-R: Jules Lepkowsky, Bob Billings, Doris Donegan, Nolan Beauchamp, Chanielle Beauchamp, Dick Hanna, Barney Hagen, John Reed, Mike Gaylord.

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## SUA - SE Florida Treasure Coast Sunbirds

Warm weather, blue skies and a rain shower made for a fun day of trading stories past and present at our favorite Shrimpers on the water in Stuart Florida.

In attendance: **Duff Daly, Dan Kirk, John Peterson, Dave Damon, Gregg Sternbach, Joe Piazza, and Jerry Holmes.**

*Gregg Sternbach*



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## MRY - Monterey Peninsula

A beautiful day greeted our August 10th lunch group at Woody's at MRY airport. Views across the Bay to Santa Cruz with fishing boats and sail boats was very picturesque mixed with the corporate jets and airliners arriving and departing runway 28L. Two F-18s made a low fast fly-by adding a spirit of Top Gun to the normal airport routine!

We had a couple of no shows but those enjoying the noon feast from left to right are **Ken Bohrman, Wayne Aleshire, Phyllis Cleveland, Diane Emerson, Linda Mackie, and Carlos Quintana!** Conversation was lively and covered the usual aches and pains, war stories, and cars!!

Next lunch will be September 14<sup>th</sup> at Woody's at MRY at 11:30!! Please remember to RSVP by noon the Monday before! Hope to see you there!!!

*Cheers!*

*Phyllis Cleveland*



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## PDX - The Columbia River Geezers

Our August lunch was well attended, considering everyone's mid-summer travel plans. We still managed 7 Geezers and 1 lovely wife.

The weather was a nice break from the punishing heat wave we have been going through since mid-July, so we gathered outside the restaurant for a while to begin catching up before going to our usual table inside.

**Rich Warden** has been busy flying, managing, and maintaining various types of exotic biz jets. When it was his turn to order, he was still trying to figure out the new menu, so our hostess ordered his regular for him, getting everything right except the extra BBQ sauce. We were all amazed, as he has not been able to attend a lunch for at least a few months.

**Mac McCrosky** has been AWOL living full time on his boat between Alaska and California. A medical issue brought him back to his local home for some recuperation, so we were lucky to have him. He is already making plans to take his boat back up to Alaska next year.

**Mike Thomas** and his wife, **Diana**, showed up a bit late after a doctor appointment, but in plenty of time for a good lunch and conversation.

Our lunches are very informal and unstructured. We welcome all retired UAL pilots, any current UAL pilots, and any guests they wish to bring with them. If you live in the PDX area and are not on my list, please drop me an enote.

Second Tues of the month, California Pizza Kitchen, Clackamas Town Center, Happy Valley, OR.

*Steve Barry*



L-R: Mike Thomas, Bill Park, (empty chair) Rusty Harrison, Rich Warden, Steve Barry, Ron Blash, Mac McCrosky, Diana Thomas.

### More Aviation Terms. . .

**DEAD RECKONING** - You reckon correctly, or you are.

**DESTINATION** - Geographical location 30 minutes beyond the pilot's bladder saturation point.

**HYDROPLANE** - An airplane designed to land long on a short and wet runway.

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## LAX - South Bay Los Angeles Group

We met at Mimi's for lunch, catching up, and information sharing. The various topics ranged from rodeos, I-phones and ring systems, to gardening, with lunch in between. Next meeting will be October 13, at Mimi's, 11:30. Come and add your smiles.

*Sharon Crawford*



L-R: Sue Von Nordenflycht, Don and Sharon Crawford, Susan Tyree, Gary Forister, Adrienne Short and Loyd Kenworthy.

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## LAS - Las Vegas High Rollers Group

Our luncheon lasted almost 2 1/2 hours and was great fun. Welcome new members to our luncheon group **Jurgen Steppel** and **Mike Jing**.

We will meet next on the second Wednesday in September at 1100 at the BJ Brewhouse in Summerlin (215 & W Charleston ). Please RSVP to me for our September reservation.

*Jack D.*



Seated clockwise...Ernie Yoshimoto, Jack Donahue, Mike Jing, Jurgen Steppel, Clif Sands, Klaus Mueller and Ibrahim Garba.

## SFO - East Bay Group

The San Francisco East Bay group held their meeting on Wednesday August 10th.

We welcomed a new member, **Kathy Brown**, who after four years of retirement worked-up enough nerve to meet a couple of us old codgers. It was refreshing to hear her history with Pan Am and United. We hope she will be able to attend meetings in the future.

**Jerry Udelhoven** was unable to attend. He recently had a pacemaker installed and had to go in for his first check-up.

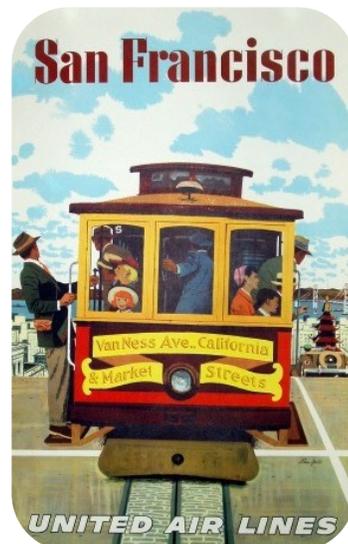
Fresh off the news wire was the story of the Southwest flight landing at Orange County. The pilots described the landing as “firm”; it was so “firm” that a flight attendant sitting on the aft jump seat suffered a compression fracture of her spine and had to be carried off the plane.

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*



L-R: Kathi Brown, Rich and Georgia Bouska, the Black Bear Mascot, and Neil and Tammy Dahlstrom.



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## JAX - Florida First Coasters

Another delightful luncheon for the Florida First Coasters. Good food, great service and conversations galore. That's what I call a successful gathering. Sign up for next month and see what it's all about, Guests welcome. Save this date; Tuesday, Sept.13, Aqua Grill in Ponte Vedra. Fun starts at 11:30.

*Jim Peterson*

[jepeter44@gmail.com](mailto:jepeter44@gmail.com)

970-201-6149



Last month's winners: L to R: Pat and Jerry Bradly, Laurie Reeves, Chrispy and Jim Peterson, Carol and Bill Gander.

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## SFO - Bay Siders

Seven of us attended our August luncheon. Cruises were again discussed. Most of us have been on them and really enjoyed ourselves. With Princess and other cruise lines embarking from San Francisco, it is really convenient with destinations including the California coast, Alaska, Hawaii, the Panama Canal, and Mexico.

On a more mundane level, the problem of having a large geese population in some bay side communities was addressed. They are noisy and leave a mess. Many of them have become year around guests, no seasonal fly aways. You can't hunt them and poisoning them would be problematic with so many domestic pets around.

Some of us are planning trips to Hawaii this fall, having not been back there since before the pandemic. Slow news day, so that is it for now.

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

Stay safe.

*Rich Erhardt*



L-R: Rich Erhardt, Cyndi Schwager, Bob Lawrence, Gerry Delisle, Carol Gillet, Keltie Morris, and Jerry Terstiege.

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## SAN - San Diego County

We had our luncheon outside in the patio with **Brad and Rhoda, JP, Scott, Colin, Susan and myself**. We brought along our new rescue dog, Nai'a to see how she would socialize with the crowd. She proved to be on her best behavior, no barking, no begging for food. She met everyone with a wagging tail and wanted to be petted and belly rubbed. Good dog.

**Brad + Rhoda** went on a vacation to their old neighborhood and drove around the mountains near Ouray, Colorado. They lived in the Ouray area for a long time and have lots of friends in the area. I'm sure they had a few bbq's but I'm not sure how a bbq would work at an elevation of 7,792'. I'm sure most of us can burn a steak at 8000' just as easy as at sea level.

My wife and I spent 3 weeks in our travel trailer exploring the California and Oregon coast. Camping along the coast in our RV was great because quite a few of the RV Camping Parks are on the beaches or overlooking the rugged coast. Nice having a cup of coffee in the morning viewing the scenery. I didn't get a chance to ask **JP** about any flying adventures but I'm sure he flew his Aircoupe to some coastal trips. The desert is a great place to fly but not this time of year because the temps can get into 120's. I don't know what kind of AC JP's Aircoupe has (none) except similar to a VW Bug, windows down or in his case, the canopy open. Not much cooling.

**Colin** stayed close to home and rearranged his garage. His hobby is restoring classic cars so he had to make room for his 240z for some work. He lives near the beach so this time of year is great work on cars with the garage doors open.

**Scott** has quite a zoo at home with his many parrots and dogs. He has quite a job as zoo director so he hasn't traveled lately. Many trips back East in the Spring so spending time at home is a good deal.

We've all been busy so far this summer and I'm sure we'll all have stories to tell at our next RUPA luncheon like all members of RUPA will have stories to tell.

Until next month,

*Later, Mark*



L-R: Susan+Mark, Colin Winfield (seated), Scott Becker, JP, Rhoda+Brad.

## SEA - Seattle Gooney Birds



Seattle is known for its beautiful summer weather, and August 11th, Gooney Bird lunch day, was no exception. We discussed the previous week's highlights including the resumption of Sea Fair festivities including the unlimited hydroplane races, U.S. Navy ships in port, and the wildly popular Blue Angels. Another big draw at the Museum of Flight was touring the WW2 B-17 and B-25 bombers and for a few extra \$\$, rides in either aircraft.

**Rich and Maureen Hurst** shared U.S. Navy pix of the Blue's new Super Hornets and Fat Albert, their C-130 support aircraft. Random discussions included commercial aviation's shortage of qualified pilots, the Seattle Mariners as a likely wild card entry in the playoffs, and the Seahawk's chances this season.

It was good to see **Doug Postlewait** and **Ted Elder**, two of our more senior members, always ready with a tale or two from the early '60's and the cultural shift brought by the '61 Capital merger. **Jack Brown** celebrated his 90th birthday recently and shortly thereafter acquired the Covid. He is recovering well, sends regards to all, and expects to be back next month.

September lunch: 8th, SeaTac Marriott!

*For the Flock,*

*Hank Kerr*



Wives:  
Kathy Black, Jan Henry, Maureen Hurst.



Standing L-R: Jackie ( waitress) Rich Hurst, Larry Knechtel, Phil Scott, Doug Postlewait, Ted Elder.  
Seated L-R: Alan Black Lew Meyer George Brown.

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

At the lunch this time clockwise was Natalie Petrovich, Dan Petrovich, Glen McGregor, Steve Huber, Bill Garrett, Paul Guidry, Richard Farmer, Lyn Wordell, Paul Livingway, Gene Anderson, and Ham Oldham.

The next lunch will be in September and the date on the second Thursday will be September 8th.



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## DEN - Denver Good Ol' Pilots

Per SOP, nineteen Good Ol' Pilots and guests assembled on the second Wednesday of the month at The Golden Corral Buffet and Grill in Aurora. Social hour began at 11:00 with lunch about 12:00 followed by more social hour. After lunch **Ted Wilkinson** provided some humor. Next, **Steve Jacques** and **John Penney** briefed the group regarding The Flight 93 Heroes Gala.

We asked **Sam Frey** who had retired just a few days earlier to speak about his flying career. Sam attended Purdue University graduating in 1979. Prior to and while matriculating at Purdue he worked as flight instructor, charter pilot, etc. After Purdue Sam moved to Denver where he flew commuters and air freight. He flew the Convair 240, 340, 440 and 580. He flew the 737 for American West Airlines for 2 years. Brought to Denver by United in early 1985 and trained as a DC-8 S/O he did not fly the line due to his being part of the group of 570 who participated in the strike of May 17, 1985. Until his status was settled, he returned to American West until early 1986 when he was recalled by United. Following is a summary of his flying at United. DC-8 S/O, DC-10 S/O, worked in The Training Center as a FOTI, 737 TCA and PI, 757-767 F/O, 747 F/O, 747-400 F/O, 737 Captain, 757-767 Standards Captain, 777 Captain, 747 Captain, 747-400 Captain and 787 Captain. Sam said he had been flying for 47 years with 37 of those at United.

Attending: **Rick Bebee, Ray Bowman, Sam Frey, Dick Grant, Bill Hanson, Larry Hawkins, Scott Hebert, Nick Hinch, Steve Jacques, Tom and Sue Johnston, Cliff Lawson, George Maize, Mark McGurk, John Penny, Rob Schmidt, Rick Steele, Ted and Rose Wilkinson.**

*Tom*

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## SNA - Dana Point

Another successful Dana Point luncheon!



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## OOG - Dana Point - Maui Annex

It's kind of a quiet summer here in Maui, at least where we are in Kihei. Sure, we have the usual influx of visitors, but it doesn't seem the hustle bustle of previous years. Maybe we're not hanging out in the right places (smile).

The local news showed really long lines at the airport here in July for TSA screenings and in some cases, people were passing out in the hot sun. That kind of shoots holes in my quiet summer observation. Someone came up with the idea of passing out water to people waiting in line...good idea. Bummer way to end a vacation with a sunburn and heat stroke as you wait for TSA to scrutinize you. If you haven't done TSA pre-check yet (which I know most of you have) it is so worth it. When we travel, we zip right through lines almost like it used to be in past times.

Speaking of airports and travel, we took a short trip to HNL in mid-July to celebrate our eighth anniversary. What a fun few days! Waikiki can be such a blast if you have the right mind set. We flew Southwest...what! What the heck is Southwest doing out here in "Our Little Corner of the World"? I remember when United entertained the idea of an inter-island service to compete with Hawaiian and Aloha. We backed down and stayed out of their territory. Different time and different political landscape.

I'm out over the North Pacific one lonely night on my way back from NRT and on air to air I hear..."Hey Southwest 123 how do you like those Triple-Sevens"? "Oh, they're great...really nice aircraft!" "Where did you guys get them?" "United!" Total spoof! I laughed so hard I thought I broke a rib! Couldn't sleep a wink on break!

Suffering one day at a time,

*Aloha, Dave and Hiromi*



## *There I Was . . .*

(Please Limit submissions to 1000 words)

### **There I Was . . . Lighting a Cigarette and Chopping Trees**

By John Hebbe

You asked about radial engine stories . . . about detailing the care and feeding of these beasts, nurturing them so they would keep doing their thing. You emphasized the engine reliability and I'm here to (sort of) support your statement. The truth is that the part this P&W iron played in the story was important...but not crucial. You'll see.

Low-level check flight in a fleet training facility in Jacksonville, FL. 1959. Three and a half hours. The rules were 20' AGL or above the trees. I never failed to honor the first restriction except over water. This was carefully planned, mostly over the Okefenokee Swamp bordering Florida and Georgia. The flying machine was an AD-6 Skyraider whose heart was a big brother to the R-2800. P&W 3350 cu.in. Same engine as in the B-29. Call up: [https://en.wikipedia.org/wiki/Wright\\_R-3350\\_Duplex-Cyclone](https://en.wikipedia.org/wiki/Wright_R-3350_Duplex-Cyclone) for a look-see. Gorgeous thing if you love radial engines. Just like the R-2800...just a little bigger. We had a 4-bladed prop with 6 ft blades. Idled so slow you could almost watch the blades spin around. But, when you pushed the throttle up, the tail of the plane was off the ground in an instant. Details follow that the Navy didn't know about at the time. I'm relying on your confidence today.

Hot summer day. Very clear. Chase plane behind and above at 500'. Heading north. In Georgia now. Half an hour in I decided I wanted a smoke and pulled out my red pack of Pall Mall cigarettes. Checked every pocket for a match. No luck. For a smoker, this is very bad news. Remember. This is at 20 feet. I was 32 and pushed it down to 19 most of the time. Good O-club chatter. Only one option left. Few knew about this one but I had actually studied the airplane manual.

At an angle in front of my face was the bomb-sight. Slanted piece of glass that reflected the target rings for my bombing and strafing practice. Just turn the thing on and a nifty, circular sight magically appeared right there. Once in a while the sight didn't work. This was when the bulb underneath the sight burned out. This is one bright, hot bulb. Really hot. Hot enough to light a Pall Mall. Only one problem: the wire connecting the bulb was only 7-9 inches long. Couldn't pull it out to 'light Mr.PM' in a civilized way. Unscrewed the bulb and it dropped down a little. Turned it on. Instant light...and lots of heat.

Loosened my shoulder straps and leaned forward to get it lighted. Head down. Not watching. Didn't see a 'taller than usual' pine tree directly in front of me. This baby was topping out at a hell of a lot higher than my 'twenty feet above' altitude. But, of course, I didn't notice it. I was sucking in and my idea was working. Just then I heard and felt a jolt. Jerked my head up...careful not to lose the cigarette. Nothing. Hmmm. So I just kept forging ahead. Never departing from my planned flight path by more than fifty feet. I knew how to do this stuff. Loved it.

No A/C in that old bird and it was getting warmish. And I seemed to be getting somewhat 'whoozy'. So I did what you would do: Eased up to a hundred feet. Gages still looked within limits. Half an hour later I was still 'whoozy'. Put on my oxygen mask. A little help. Ran out of O<sub>2</sub> in half an hour. At the end of the check, I was up around a thousand ft. Still groggy.

Finished the flight plan and headed south to JAX.

We parked and walked into the hanger to debrief. "Hebbe, I noticed you climbed up a little near the end of the flight." "Yeah. I was feeling a little light-headed and this seemed smart. Things seemed better a . . . ." We were interrupted by one of the sailors on the flight line. "Who was flying #623?" "I was." "You better come see this." The three of us hiked back to the flight line. Must have been 20 guys there staring at my plane.

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There it was. All the nose cowling was crushed in. The oil-cooler intake scoop was jammed full of pine cones and pine wood. There was sort of a six-inch clean line going back from the bottom of the engine. Where this line reached the point under the cockpit, it was like you jammed in a six-inch wide hoe and tore everything aft of this point completely out. That part of the plane was gone. Look right up inside from underneath. All the way back to the tail hook and tail wheel. Hmmm.

I was directed to head to the hospital and get checked for carbon monoxide poisoning. Still in my log book: 'Pilot had 20-30% CO poisoning in his blood'. Thanks, Oxygen, for temporarily saving my life-til you ran out! They found the tree I flew through the next day. We're talking about at least a 6-incher where I clipped it off. Prop must have been at EXACTLY an 'X' position when I contacted it head on. Amazingly, no prop damage! The Old Reliable 3350 just kept on chuggin' along. Even with the cowling smashed and the oil temp two-blocked. The airplane was a strike. Never used again. In my log book: Zero per-cent Pilot Error. That's what counted. But, now all of you know what the actual cause was. Expensive cigarette. Quit smoking a couple years later.

*John Hebbe, 1968-2001 DCAFO, etc.*

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## **There I Was . . . In the Cockpit with Jimmy Stewart**

By Bob Enander

There I was at 21,000 feet in the cockpit with Jimmy Stewart the actor/USAFR Brig.Gen.

The year is 1957 and I was a first officer on reserve at MDW when crew desk called to tell me I had a 3 day trip on a CV340, MDW-DEN EKO-CAK-CLE deadhead MDW, 2 days later deadhead MDW-CLE, fly CLE-CAK-EKO-MDW, laying over in CLE and EKO each time. With today's long range airplanes this is no big deal but for a CV 340 it was max endurance.

About this particular Convair, # 8105 "THE MARY O'CONNER". During a layover in DEN, it was being used on a training flight when it bellied in right after take-off. Repairs added so much weight to the airframe that it was decided to add a 19 passenger executive interior and use it for charters. The interior was beautiful. Now about the name, at that time United named all of it's aircraft after people or places even its first jets. Mary was the first Chief Stewardess during the 30's, 40's & 50's. Most of the time, when "8105" flew she worked the flight as she did during this trip.

Now about the flight, it was chartered by Warner Bros. Studio to take Jimmy Stewart to Akron, Ohio where he was to be the "Grand Marshal" of the Soap Box Derby. Since WB had chartered the plane, they wanted a stop in DEN to drop off one of their new, up and coming stars and a WB exec. The star was Nick Adams. On board also was Mr. Patterson's (UAL Pres.) daughter who was going to school in Boulder. After the stop in DEN, we then proceeded to Elko for our layover. The next day at about 8:00 am Stewart flew in from his ranch with his wife and twin daughters and we departed for CAK, non-stop we hoped, as the enroute wx was stormy and any detouring would require a fuel stop at MDW and a crew change as the flight was over 7 hours plus the ferry to CLE. It was over 9 hours when done.

Shortly after T.O. Capt. Don Smith asked if I minded giving up my seat to Stewart, I said no but I would like to ride the jump seat as this was as close to a celebrity as I had ever been. So there I was at 21,000 feet, no flight levels in those days, with Jimmy Stewart.

The return flight required a fuel stop in CYS, at that time UAL'S Stewardess Training Base

As I recall I flew the "Mary O'Conner" at least 3 other times, with Joan Crawford and her husband Robert Steele, CEO of Pepsi, Charles Lindbergh to STL for the premiere of "SPIRIT OF ST. LOUIS" Mr. Patterson at least once.

*Bob Enander MDW ORD 55-90*

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## There I Was . . . Avoiding Mag-Drop Charley

By Dan Seiple

Dan Petrovich's July musings on radials indeed, brought back memories. My pre-Air Force days include time as a ramp-rat at Akron-Canton airport, around Twin Beeches, DC-3s, and other radials. I still love the aroma and song of a sputtering, smoking, coughing, P&W or Wright as it starts. In the Air Force of 1959-1964, I flew Douglas C-124s in MATS. Old Shakey sported 4 P&W R-4360 28 cylinder (4 rows of 7) Wasp Majors. In addition to Richter- scale vibrations and thunderous decibels, it produced 3500 or 3800 HP, depending on which model of C-124. Each cylinder had 4 platinum plugs, the useful life of most being just short of whatever your mission was.



One of my Sergeant engineers told me the fable of MAG-DROP CHARLIE. Charlie was a large shark who lived in the lagoon at Wake Island, our refueling stop on trans-Pacific missions. Charlie would lurk in the lagoon, right next to the runup pad. When the crew checked the magnetos for acceptable RPM drop during the pre-takeoff engine check, Charlie would listen for the presence of any excessive mag drop, and race to the far end of the runway, awaiting his next meal.

Fast forward to Ramstein Air Base in Germany. Our mission was supporting a NATO exercise in far North Norway. We were loaded with a large field kitchen. The destination was an uncharted runway with no nav aids except a GCA unit that would pick us up when we got close. As I taxied to the runway, we lost our hydraulics, and had to get towed back for a repair. After the repair, we roared down the runway, and the engineer hollered "REJECT", or "ABORT", whatever the correct terminology was at the time. One of the engines was not putting out predicted torque. We went back for a runup and plug-burn. Another 200 decibels and 100 knots, and another abort. We did another plug-burn, this time lifting off. I said to the engineer, "I'm glad that it came up", and he replied, "it didn't, I was tired of doing aborts". Well, that engine was now putting out much less than takeoff power, and being heavy, we weren't climbing.

He then reported that another engine had badly overheating oil, and he had to pull it back to keep from destroying it. Just then, the other engineer, doing his after takeoff check of the belly compartment, reported that the hydraulic reservoir had no fluid in the sight glass. Fortunately, the gear and flaps were up. I called for METO power on the two good engines, had the other engineer take control of the engine with the hot oil, using mixture and cowl flaps to keep it cool enough to use, and I flew down the river valley, barely above the tops of the hills. We gained speed and altitude, and diverted to Rhein-Main, not knowing whether we would have gear and flaps for landing (we did). I don't think that there is a German-speaking river shark named Charlemagne, but if there is, he was licking his chops.

The next day, at the Squadron HQ, I learned that the bad engine required a complete change of plugs (112), the engine with hot oil had one of its two oil coolers completely blocked, and the maintenance crew who fixed our hydraulic leak forgot to purge the air out of the system after filling the reservoir, giving us a pneumo/hydro system, (lucky it worked).

Next time, I will tell you about shutting down an engine just minutes past EQUAL TIME POINT from Honolulu / Hickam to Travis AFB California.

*Dan S*

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## There I Was . . . My R-2800 Story

By Jim Tight

At the invitation of our vice-president Capt. Petrovich, I'd like to respond with a few personal anecdotes involving that venerable R-2800. My first encounter was with navy transport and the R6D (DC6), in about 1959. My direct operation was seldom, as it was during my navigator time. Ensigns navigated. Two tours later though, I was assigned as a pilot with the Fifteenth Naval District headquarters, then located in the old Panama Canal Zone. That single navy plane in the Canal Zone was a C-131 (CV340), with of course the R2800 as the powerplant, was kept at Howard AFB. Of course, they gave us a parking place as far out in the boonies as you could imagine. Navy pilots at an AFB, attached to a navy black shoe staff gave life some challenges. With the AF it was good-natured.

Though Naval Districts no longer exist due to re-organization, 15ND, in those days was enormous; encompassing all of Central America south of Mexico, as well as entire South America. To say "we got around" is putting it mildly.

High altitude ground operation of the R-2800 could be especially challenging. Quito Ecuador, for instance, is 9600 feet above sea level. During engine start, after six blades are turned and the magnetos switched on, you would give the primer fuel switch the tiniest of a flick. At that altitude, much more could flood the engine and you'd get no start...or a backfire. Once the engine was running on intermittent prime you would crack the mixture control just barely out of idle cut-off. Just enough to keep the thing running. (The crew chief was usually the most skilled with engine start in these conditions.) You could then taxi in that configuration, with the crew chief helping with the mixture controls.

Take-off was made by gradually advancing the throttles, as the other pilot, or crew chief in the center seat followed with the mixture controls. At some manifold pressure point; I don't remember exactly where, a third hand would pop the engines into high blower. (I don't remember if we used water injection or not.) Take-off would continue with both throttles and mixture controls eventually at full throw. No worries about engine overboost as there never seemed to be enough manifold pressure anyway. You would then patiently wait for enough speed for liftoff.

The challenge of threading your way out of that dish in which Quito resided was the next challenge. But what beauty! There were two hard rules involving Quito in those days. Never fly at night. And never fly in the clouds. But Wow! The beauty!

On flights from Montevideo, Uruguay to Santiago, Chile, an airway segment THROUGH the Andes was available with an MEA of 20,000 feet. I say "through" because at that altitude the mountaintops on either side of us were still well above our altitude. Again, I say "wow!" The beauty! Also a little scary with only two engines. But those reliable and venerable R-2800s saw us through. My logbook shows me getting to do that twice. Is anybody else out there who has flown the Convair at 20,000 feet? If so, I'll buy you a beer and we'll have a great time talking about it.

Then there was the time we flew the Convair from Howard out to an old WWII landing strip in the Galapagos Islands so the Old Man could go fishing. There was a small Ecuadorian Naval Base on the island but no quarters. We camped out while the Old Man fished from the yacht to which he was invited. We had more fun. And hand-pumped avgas from pre-shipped steel drums so we could get home.

After completing that tour of duty in early 68, Betsy and I drove our VW Squareback up the entire Interamerican Highway through Central America and Mexico back to the states, where I embarked on a more conventional aviation career with UAL.

Hey Dan. Thanx for jarring up some great old memories of the R-2800 and Convair; along with the invitation to share. By the way, that augments exhaust system you so aptly described was also capable of providing heat to the leading edge of the wings for anti-icing. Anti-icing. Not de-icing. You had to plan ahead. As you said: A great engine.

*Jim*

# Articles

Industry related news and other articles

## Study Finds Another Condition That Vitamin D Pills Do Not Help

By Gina Kolata

The vitamin pills do not prevent bone fractures in most people or protect against many other diseases, adding to questions about medical guidance many now take for granted. The idea made so much sense it was almost unquestioningly accepted: Vitamin D pills can protect bones from fractures. After all, the body needs the vitamin for the gut to absorb calcium, which bones need to grow and stay healthy.



But now, in the first large randomized controlled study in the United States, funded by the federal government, researchers report that vitamin

D pills taken with or without calcium have no effect on bone fracture rates. The results, published *The New England Journal of Medicine*, hold for people with osteoporosis and even those whose blood tests deemed them vitamin D deficient. These results followed other conclusions from the same study that found no support for a long list of purported benefits of vitamin D supplements.

So, for the millions of Americans who take vitamin D supplements, and the labs that do more than 10 million vitamin D tests each year, an editorial published along with the paper has some advice: Stop.

“Providers should stop screening for 25-hydroxyvitamin D levels or recommending vitamin D supplements and people should stop taking vitamin D supplements in order to prevent major diseases or extend life,” wrote Dr. Steven R. Cummings, a research scientist at the California Pacific Medical Center Research Institute, and Dr. Clifford Rosen, a senior scientist at the the Maine Health Institute for Research. Dr. Rosen is an editor at *The New England Journal of Medicine*.

There are exceptions, they say: People with conditions like celiac or Crohn’s disease need vitamin D supplements, as do those who live in conditions where they are deprived of sunshine and may not eat enough foods that are routinely supplemented with vitamin D, such as cereals and dairy products to help them absorb calcium.

Getting into such a severe vitamin D-deprived state is “very hard to do in the general population,” Dr. Cummings said.

The two scientists know that in making such strong statements they are taking on vitamin sellers, testing labs and advocates who have claimed that taking vitamin D, often in huge amounts, can cure or prevent a wide variety of ailments and even help people live longer. Doctors often check for vitamin D levels as part of routine blood tests.

The study involved 25,871 participants — men aged 50 and older and women 55 and older — who were assigned to take 2,000 international units of vitamin D each day or a placebo.

The research was part of a comprehensive vitamin D study called VITAL. It was funded by the National Institutes of Health and began after an expert group convened by what is now the National Academy of Medicine, a nonprofit organization, examined the health effects of vitamin D supplements and found little evidence. The expert group’s members were supposed to come up with a minimum daily requirement for the vitamin but found that most clinical trials that had studied the subject were inadequate, making them ask if there was any truth to the claims that vitamin D improved health.

The prevailing opinion at the time was that vitamin D was likely to prevent bone fractures. Researchers thought that as vitamin D levels fell, parathyroid hormone levels would increase at a detriment to bones.

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Dr. Rosen said those concerns led him and the other members of the National Academy of Medicine's expert group to set what he called an "arbitrary value" of 20 nanograms per milliliter of blood as the goal for vitamin D levels and to advise people to get 600 to 800 international units of vitamin D supplements to achieve that goal.

Labs in the United States then arbitrarily set 30 nanograms per milliliter as the cutoff point for normal vitamin D levels, a reading so high that almost everyone in the population would be considered vitamin D deficient.

The presumed relationship between vitamin D and parathyroid levels has not held up in subsequent research, Dr. Rosen said. But uncertainty continued, so the National Institutes of Health funded the VITAL trial to get some solid answers about vitamin D's relationship to health.

The first part of VITAL, previously published, found that vitamin D did not prevent cancer or cardiovascular disease in trial participants. Nor did it prevent falls, improve cognitive functioning, reduce atrial fibrillation, change body composition, reduce migraine frequency, improve stroke outcomes, protect against macular degeneration or reduce knee pain.

Another large study, in Australia, found that people taking the vitamin did not live longer.

Dr. JoAnn Manson, chief of preventive medicine at Brigham and Women's Hospital in Harvard Medical School and the leader of the main VITAL trial, said the study was so large it included thousands of people with osteoporosis or with vitamin D levels in a range considered low or "insufficient." That allowed the investigators to determine that they also received no benefit for fracture reduction from the supplement. "That will surprise many," Dr. Manson said. "But we seem to need only small-to-moderate amounts of the vitamin for bone health. Larger amounts do not confer greater benefits."

The bone study's first author and principal investigator, Dr. Meryl S. LeBoff, an osteoporosis expert at Brigham and Women's Hospital, said she was surprised. She had expected a benefit.

But she cautioned that the study did not address the question of whether people with osteoporosis or low bone mass just short of the condition should be taking vitamin D and calcium, along with osteoporosis medications. Professional guidelines say they should take vitamin D and calcium, and she will continue to adhere to them in her own practice.

Dr. Dolores Shoback, an osteoporosis expert at the University of California, San Francisco, also will continue to advise patients with osteoporosis and low bone mass to take vitamin D and calcium. It is "a simple intervention and I will continue to prescribe it," she said.

Others go a bit further: Dr. Sundeep Khosla, a professor of medicine and physiology at the Mayo Clinic, said that since vitamin D "will do little or no harm and may have benefits," he would continue to advise his patients with osteoporosis to take it, recommending the 600 to 800 units a day in the National Academy of Medicine report. "I will still tell my family and friends who don't have osteoporosis to take a multivitamin a day to make sure they don't get vitamin D deficient," he said. Dr. Khosla follows that advice himself. Many multivitamin tablets now contain 1,000 units of vitamin D, he added.

But Dr. Cummings and Dr. Rosen remain firm, even questioning the very idea of a vitamin D deficiency for healthy people. "If vitamin D doesn't help, what is a vitamin D deficiency?" Dr. Cummings asked. "That implies you should take vitamin D."

And Dr. Rosen, who signed off on the National Academy of Medicine report, has become a vitamin D therapeutic nihilist.

"I don't believe any more in 600 units," he said. "I don't believe you should do anything."

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## Walk Away From Knee Pain

By Dani Blum/The New York Times



Encouraging new research suggests walking could help prevent new bouts of knee pain in people with osteoarthritis. A promising new study suggests that walking could ward off knee pain for people with osteoarthritis.

Researchers surveyed over 1,000 people ages 50 or older with knee osteoarthritis, the most common type of arthritis in the United States. Some had persistent pain at the outset, while others did not. After four years, those who started off without frequent knee pain and walked for exercise at least 10 times were less likely to experience new, regular bouts of stiffness or aches around their

knees and had less structural damage in their knees. The study suggested that people with knee osteoarthritis who are bowlegged might particularly benefit from walking.

The research offers the potential of an easy — and free — way to combat one of the most common culprits of knee pain among older adults.

The findings represent “a paradigm shift,” said Dr. Grace Hsiao-Wei Lo, an assistant professor at Baylor College of Medicine in Houston and the lead author on the study. “Everyone’s always looking for some kind of drug. This highlights the importance and likelihood that interventions for osteoarthritis might be something different, including good old exercise.” The research suggests that exercise could help manage osteoarthritis in other joints, she added, like those in the hips, hands and feet.

Osteoarthritis, sometimes referred to as “wear and tear” arthritis, affects over 32.5 million adults in the U.S. and occurs when the joint cartilage breaks down and the underlying bone begins to change, according to the Centers for Disease Control and Prevention. The risk of developing the condition increases as you age, and around a third of people over 60 have knee osteoarthritis, Dr. Lo said. Many patients take medications like ibuprofen or naproxen to treat the pain, she added, which in large doses can lead to kidney issues and ulcers.

Instead, they may be able to turn to exercise. For decades, health experts saw walking primarily as a way to boost cardiovascular health, said Dr. Elaine Husni, a rheumatologist at Cleveland Clinic who was not involved in the study. In recent years, though, doctors have looked to low-impact workouts to treat conditions like depression, cognitive impairment and mild osteoarthritis. But the new study shows that walking can also act as a preventive measure, Dr. Lo said, and suggests that people who are at higher risk of developing the condition may want to incorporate a regular walk into their routine. For instance, Dr. Lo herself said that, based on her findings, she should walk more, as her mother has osteoarthritis.

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### **WE’RE HERE TO HELP**

The [United Airlines Pilots Retirement Foundation](http://www.uaprf.com) 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](http://www.uaprf.com)

The study began in 2004 and documented participants' baseline knee pain, using radiographs to assess their osteoarthritis. Researchers then asked participants to document their exercise habits and reviewed their symptoms at regular follow-up visits, asking how frequently their knees hurt. After four years, 37 percent of the study participants who did not walk for exercise (not including the occasional trip to the train or grocery store) developed new, frequent knee pain, compared with 26 percent who did walk.

Of course, researchers cannot definitively say that walking staved off knee pain, and it did not appear to lessen existing pain. Self assessments can be less accurate than fitness trackers or step counters. And the researchers did not track the distance or frequency that people walked, nor did they recommend strategies for how and when people with osteoarthritis should incorporate walking into their exercise routines.

Still, the results bolster what clinicians already understand about how to manage osteoarthritis. Consistent movement can help create muscle mass, strengthening ligaments around the joints that have osteoarthritis, Dr. Husni said. Walking is a low-intensity, low-impact workout, allowing people to maintain the strength and flexibility that are critical for healthy joints, she added. "It's an intervention that anyone can do," she said. "You have no excuse. You can do it anywhere you are." Those who are already in pain should be careful to not overdo exercise, though, said Dr. Justen Elbayer, a sports medicine specialist in the orthopedic surgery department at NYU Langone Health who was also not involved in the study. Walking long distances might exacerbate aches in some patients with severe arthritis, he said — but for those with smaller amounts of arthritis, "it's one of the best exercises you can do."

He recommends that people start with a small, short walk, gradually building up distance over time. The goal of the exercise is to provide muscular support to an arthritic knee, he said, and to let the joints, tendons and tissues become acclimated to the walking.

He also suggested using supportive shoes, drinking plenty of water during a walk and taking frequent rests if tired or new to it. After a long walk, icing the knee may also help relieve discomfort, he added.

While a stroll down the street can't repair cartilage or remedy existing pain, the exercise offers a compelling and accessible option for staving off the more intrusive aspects of osteoarthritis, Dr. Lo said. After all, she added, "walking doesn't cost a cent."



**RUAEA CONVENTION 2022**



*San Diego ~ America's Finest City!*



**Welcome to the 2022  
RUAEA Convention ~ San Diego, CA  
October 3 ~ October 9, 2022**

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## New Michigan Law Lets Cops Seize Cash At Airports, No Crime Required

Although summer travel is heating up, anyone traveling with cash may want to think twice about flying in and out of Michigan. Late last month, Gov. Gretchen Whitmer signed two bills (HB 4631 and HB 4632) that expand civil forfeiture at airports, making it much easier for law enforcement to seize—and permanently keep—cash and other valuables from travelers.

“Allowing authorities to take air travelers’ cash without a criminal conviction, simply because they have a large sum of money, is a blatant violation of their rights,” said Institute for Justice Senior Attorney Dan Alban, who co-leads IJ’s National Initiative to End Forfeiture Abuse. “This will lead to innocent people losing their money and is a massive step in the wrong direction by Michigan lawmakers.”

Although Michigan and 36 other states have reformed their forfeiture laws over the past decade, the Wolverine State is one of just a handful of states that have backtracked and the only state that carved out a loophole for airport seizures. Less than three years ago, Michigan reformed its civil forfeiture laws by approving a criminal conviction provision. SB 2 was bipartisan, passing with only three votes against it. Though well-intentioned, the conviction provision only applied to cases where the owner fought back in court (a costly and lengthy process) and if the property was worth under \$50,000.

Otherwise people could still lose their property to civil forfeiture without being convicted of a crime. So even after the reforms, Michigan still received a D- for its civil forfeiture laws, according to a report by the Institute for Justice.

But these modest protections were apparently too much for Michigan lawmakers. The newly signed laws will let police employed by a public or regional airport authority forfeit property without a criminal conviction, or even a criminal charge, so long as it’s valued at over \$20,000. Once a property is forfeited, state law lets cops keep 100% of the proceeds in drug cases—a massive incentive to police to profit.

Airports are already a massive cash cow for federal law enforcement, a trend that can only worsen after Michigan loosened its safeguards. A 2016 investigation by USA Today found that between 2006 and 2015, DEA agents conducted over 430 cash seizures at the Detroit Metro Airport. All told, the DEA confiscated over \$7.5 million in cash from just that one airport.

To fight back against unjust seizures, the Institute for Justice is currently litigating a nationwide class action lawsuit against the DEA and TSA for violating “the Fourth Amendment rights of thousands of air travelers each year.” IJ’s lawsuit has already resulted in the DEA returning more than \$82,000 to Terry Rollins, a retired railroad engineer who had his life savings confiscated, and the return of over \$43,000 to Stacy Jones, who had her cash seized while flying home to Tampa. Neither Terry nor Stacy were ever charged with a crime.

“Traveling with cash is not a crime,” added Alban. “People regularly fly with large amounts of cash for a wide variety of completely legitimate reasons related to their business or personal finances.”

<https://www.forbes.com/sites/nicksibilla/2022/06/17/new-michigan-law-lets-cops-seize-cash-at-airports-no-crime-required/?sh=781378a35418>



1930–1933



1933–1935



1935–1939



1939–1940

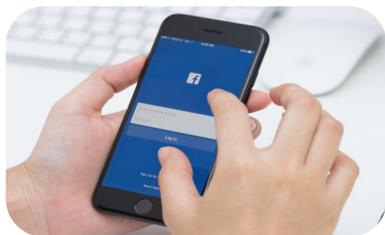


1940–1954

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## Taking Facebook Quizzes Could Put You at Risk for Identity Theft

BY KIRSTIN FAWCETT



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

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

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

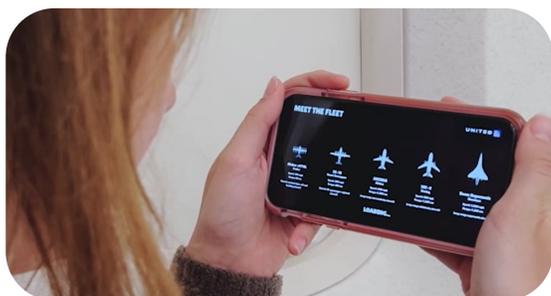
Hackers can use these questions to build a profile and hack into your accounts or open lines of credit, the department said. They could also trick you into clicking on malicious links.

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

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

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## We're 'Cleared to Land'



Put your skills to the test and get to landing with the newest game now available in the United app, Cleared to Land. This game gives users the ability to attempt to land a plane on a runway.

The game features five different planes from our fleet and even some aircraft of the future – like Archer's Maker eVTOL and Boom Supersonic's Overture – giving players a preview of some of the new aircraft coming to our fleet.

Cleared to Land follows the successful launch of Flight Simulator game, which debuted in April.

"Every day, more than one million United customers use our mobile app for their travel needs, and we're committed to delivering new offerings that provide a uniquely United flying experience," said Digital Products Director Jason Flint. "By launching Cleared to Land, we're expanding our Game Center portfolio to provide even more valuable content and entertainment for our customers whether they're on the ground or in the air."

Stay tuned for more games coming soon to the Game Center in the United App.

Happy landing!

## Letters

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

### Don Diedrick – Kailua Kona, HI

Aloha George and thanks for your great efforts via RUPA News monthly.

Hopefully Covid is passing by quickly for us all.

Earlier this year we broke this long curfew with a visit to our son in Illinois-went well.

In June, having credits from a previously cancelled cruise, or three, we selected the Alaska roundtrip from SEA. Never having been tested for Covid, I was hoping for no hitch on the quick test prior to leaving Kona for SEA which went well on same day as departure. We cautiously cancelled our planned Shore Excursions but otherwise enjoyed cruising again. Unfortunately, due to Jen's Mom being in a Nursing Home in England with her Dad recently deceased, we elected to continue there directly after the cruise to ensure proper arrangements were made.

Later this month we gather with our kids in Illinois for Dad's 80th birthday weekend and a wonderful dinner. Time flies so quickly but the memories remain-we all have been blessed abundantly.

Come October, our regular transatlantic cruise awaits, never having done two in the same year. Looking forward to a new ship this time!

Wishing you and all of RUPA a healthy 2022 and much appreciate the fine articles/ recollections every month.

Regards---Don Diedrick/Kailua Kona, HI).

*Don*



### E K Williams – Round Hill, VA

About to leave the birthday month without alerting you to my current status. Pump is strong and RPM is stable, gear extension is somewhat noisy and bogies creak under even reduced ground speed. Backyard wildlife entertains us. Bear, deer, fawns, squirrels, rabbits, groundhog and birds of every caliber. With 4 foxes and a hawk nest, we wonder how we have so many squirrels and rabbits

I do plan to fish "the old man's hole" on the Situk at lower flow. Steve, Bernie, Eric and I will see you at the Glacier Bear for dinner.

Doctor's office staff, Church, RUPA gatherings, and the Social Security Poker Society keep our social circle lively. We do read that Elders need to keep a wide social circle.

As many of you are aware, it now takes 30 minutes to accomplish what took 15 when I was a few years younger. I am in the market for someone to assume the DCA RUPA Coordinator position. 23 years is enough and we need an infusion of new life.

Regret that we will miss the RUAEA/RUPA Convention in San Diego. Place of a thousand memories. HU-1, Imperial Beach, Anita's, Brown Field, Tijuana and The El Cortez.

To the John Hebe letter, Ahhmen!

*E.K.*



**Ken Miller – Meridian, ID**

Enclosed: change of address  
 to Idaho { 4653 W. Hungry Creek  
 Meridian, ID.  
 \$ 35 subscription 83646-4994  
 for B'Day in August (now 88)

Keep up the good work, especially  
 your time + effort

respectfully: Kenneth H. Miller

UAL 1968-2025  
 hired on the day the Pueblo was captured! applied 28 Jan 68!  
 in class 29 Jan 68!

(test + physical)  
 yes, interviewed on 28 Jan 68  
 In class on 29 Jan 68, less  
 than 24 hours.  
 Everyone else was  
 frozen on active  
 duty!

Pueblo Captured  
 28 Jan 68  
 all discharges frozen  
 except mine;  
 7 AM hired 8 AM frozen active duty

but I missed it by 1 hour !!!  
 7:00 AM  
 US  
 8:00 AM ← USAF

\$ 35 enclosed



**Dee Meisenheimer – Pompano Beach, FL**

**Why is it so  
 much easier to fall  
 asleep on the couch  
 unintentionally than  
 to fall asleep in bed  
 intentionally?**

July 10, 2022

RUPA  
 P.O. Box 757  
 Stowe, VT. 105672-0757

Dear RUPA Staff,

I want to apologize for taking so long to thank everyone for being so helpful, kind and caring during and after the loss of my dear Ed.

The year of 2021 was more than trying – The Pandemic, more medical problems and then losing our daughter-in-law at 63 just a few months after Ed, took its toll. Yet our three sons and families all said we have had a wonderful life and are so very blessed.

Ed always cut out and copied the jokes. I enclosed them in many birthday, anniversary, and get-well cards. You can't imagine how many responses I received from across the country. I answered 'from our great publication RUPA.' I have great memories of our cruises and the last reunion in Seattle.

Thanks again for all your hard work and devotion.

Fondly,  
 dee



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## Jack Brown – Tacoma, WA

It's been over 20 years since I last submitted a letter, so as I have just turned 90 and have been retired 30 years, I thought it was about time to send one. I don't know how to act my age, though, because I have never been this old. Looking back over these last 30 years I find it hard to believe what my wife, Billee Jean, and I have shared. We have visited all 7 continents, some more than once, rafted, kayaked, canoed, skied, hiked, mountain climbed, toured, and watched our family grow. We raised 4 boys and two girls who produced 18 grandchildren, who have then produced 30 great-grandchildren, so far. We never could have foretold this when we married September 22, 1951 as we celebrate our 71st anniversary this year. We are very blessed.

I was born in Griffin, GA July 24, 1932. Billee Jean was born in Seattle, WA, January 7, 1933. The possibility of us ever getting together seems remote. My parents divorced when I was 15 months old and my mother and grandmother moved to Chicago where I was raised. Billee Jean's parents divorced when she was 14 and her mother and Billee's sister moved to Chicago where her mother remarried. As luck would have it, they settled in the same school district as I was in. After my 16th birthday party July 24, 1948, held at a friends house, all of us at the party met again on a drugstore corner to gab. One of the girls from the party brought along a new girl who knew nobody, as she was new to the neighborhood. She was shy, so she proceeded to do a headstand there on the corner.

I was impressed, so I started talking to her and rode her home on my bicycle. I was smitten. We started dating and what was impressive about her was she was smart and very mature for her age of 15 1/2. On September 11, 1948, I asked her to go steady with me, and her reply was she considered going steady as a precursor to getting engaged. I thought about it for a while and answered with a definite affirmative, so we were now committed to each other. We were in our junior year of high school and studied together. I made straight "A"s my last two years, thanks to her, and we both made the National Honor Society. and graduated together. I went to college my first year at Georgia Tech and came home and told

Billee either she come back with me and get married or I wouldn't go back. She said yes. My mother disapproved, so we ran away to Atlanta and got married September 22, 1951, before fall class started. I still had 4 years to go in the school of architecture. This year will be our 71st anniversary, and my mother said it would never last.

While in college, the children started coming. We were parents at 19. That first son just retired, age 70, as a professor at University of Washington from the Earth and Space Science department as a Dr. of Geophysics. After graduation I received a commission as 2nd Lt. in the corp of engineers, but switched to army aviation once I was in the army, as I always wanted to fly.. Got my wings and spent 4 years active duty, and then we moved to Tacoma as I had always wanted to live in the northwest. I then spent 7 years in the Washington Army National Guard reaching captain and company commander and getting a helicopter rating before resigning my commission in 1966. In the meantime I had gotten my architects license and was working with a firm designing schools. In 1964 I decided that I wasn't making enough money to support our family, now with 6 children, so inquired of UAL if they were hiring. Fortunately UAL was, so I started UAL school November 16, 1964. That was the best decision I ever made. Fortunately I got assigned to Seattle after I finished school, so we didn't have to move. As I was on reserve a lot, I still worked in the architects office until 1970. That helped us monetarily. Moving upward was slow and I didn't make captain until 1979, and that by commuting to Chicago. As I was 32 when I hired on, I had to move up as soon as I could, so did a lot of commuting over the years. I flew DC6, DC7, DC8, DC10, Boing 727 and 737. I liked the 727. It was like a sports car and I liked flying it manually as often as possible. When flying cargo you could have a little fun with it. Those were great years and I enjoyed every city I flew into taking time to site-see when possible and eat at all the restaurants I had read about. What a great profession to be in with all the advantages you receive. When my retirement came I was ready to travel to all the places on my bucket list that I had dreamed about over the years. We skied in Europe, kayaked ni New Zealand and Iceland. rafted in

Peru, the Grand Canyon, and Iceland, climbed 19,340' Mt Kilimanjaro, Tanzania, Africa, age 67, and all 6 Washington major peaks, two treks in Nepal, two treks in New Zealand, just to name a few of our experiences together. No one could ask for a better partner on these expeditions than my wife. We owe it all to UAL. We never would have had all these experiences without my decision to fly United as a pilot.

Billee Jean and I celebrated our 90th BD and 70th anniversary together on my birthday so we could bring as much of the family together as possible. One of our granddaughters is the operations manager for the Rainier baseball team here in Tacoma. It is the farm team for the Seattle Mariners. Cheney stadium, the Rainiers home, was free that day, so we held the party there in the children's area. It has playground equipment and a small baseball diamond, so the children got to play baseball. The Rainiers mascot, Rhubarb, came and entertained and played with our great-grandchildren all afternoon. We had 4 of our 6 "children", 14 of our 18 grandchildren, and 20 of our 30 Great-grandchildren, plus all the spouses. What a wild afternoon. Thank you United Airlines.

Lastly, it is also the many friends I have met that made it a great career, and that is why I try not to miss any RUPA luncheon every month here in Seattle, to recall the days of flying UAL and to meet old friends.

*Jack*



At our 90th BD party at Cheney Stadium in Tacoma with the Rainier mascot, Rhubarb, July 24, 2022.

Warning Will Robinson!  
Phishing at work.

Information gatherers on Facebook look for your answers to these types of questions to build a profile of you.

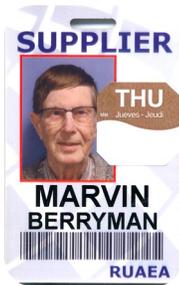


**MOST PEOPLE HAVE NO IDEA WHO THIS IS.**  
*How about you?*



31K

29K Comments • 2.2K Shares



# United Airlines Historical Foundation

*"Preserve the Past, Inspire the future"*

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## **This New Four-Story Building on United’s 23-acre Flight Training Center campus at 7500 East 35th Ave. will be completed in 2023.**

In this architect’s rendering, the “F” building is to the right and the “D” Building is behind the new four-story “H” Building. Syracuse Street is in the foreground. Construction was spurred by the airline’s hiring push, with the overarching goal of employing another 10,000 pilots by 2030. This year, United is focused on hiring more than 2,000 new pilots and hopes at least half of the new hires will be women and/or people of color.

United has more than 7,000 Denver-based employees, with almost 1,000 working at the Flight Training Center. It was built in 1968 at the old Stapleton Airport.

Officials said the existing campus is already "the largest facility of its kind in the world." It has seven buildings, 39 flight simulators, 15 fixed training devices and is the only training facility for United's 12,000 pilots. "The additional building means United will soon have the capability to have a total of 52 full-motion simulators and 28 fixed training devices," They must visit the center every nine months to keep certifications current. The expanded center will include 12 more flight simulators, more classrooms, conference rooms and office space.

"The expansion of this World-Class Facility gives United even more resources to recruit and train the next generation of aviators," said: Marc Champion, Managing Director of the Flight Training Center.



*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](mailto:tagoodyear@aol.com) or phone: 1 303-696-7001

## *In Memoriam*

RUPA members who have Flown West

### Earle S. Presten



Long-time St. Helena resident, Earle Presten (born April 23, 1937) passed away on December 22, 2021. He was raised in Spokane, Washington; graduated from Oregon State in Engineering, and was

subsequently hired by United Airlines. He and his wife, Valerie, moved to St. Helena in 1972 – Earle to continue his career as a pilot for United Airlines and Valerie to teach at St. Helena High School. The only house in town they could afford was slated to be condemned. It was saved from that fate by Mayor John Aquila and his wife, Angie, who lived next door. Earle invited them to come over and see what was planned, which resulted in John reporting to the Council that a "nice young couple from the Bay Area had moved in and are working hard to make it livable", and so it was saved from demolition. Earle's dedication to finish the many safety and aesthetic improvements (wiring, plumbing, painting, lots of yard work, and plenty of sweat equity) resulted in this first house becoming a cozy home.

In 1977, a beautiful property just up the street and owned by another long-time St. Helenan, Alice Riach, became available, and Earle and Valerie purchased it. They saw the long-term potential results of steady paychecks and more sweat equity, and so worked to enhance the property by drilling a well, planting and replanting the vineyard, building a shop, wine cellar, garage, storage spaces, and outbuilding. The house was next - for a complete remodel/addition/rewiring, re-plumbing, re-roofing, painting inside and out, and landscaping. Throughout these many projects over several years, Earle often remarked how much fun he was having, all the while still working at "the best part-time, well-paying job I ever had – flying airplanes for a living."



Earle actively participated in the community – helping friends and neighbors with projects; volunteering: St. Helena Volunteer Fire Department, Harvest Sip 'N Sample, Napa Valley Wine Auction where he was Logistics Chair for several years, Home Winemakers Classic, the Napa County Fair, and St. Helena Catholic Church Finance Council, among others. He loved traveling (China was always a favorite) and entertaining their many guests for wine, meals, and lively conversation at their home. Earle never met a stranger and everyone was always welcome and invited to dinner.

Curious, and not being a person to shy away from learning new skills (all the more interesting if they made \$), Earle 'returned to his youth' and began to restore classic cars, starting with a 1940 Chevrolet Convertible, which he drove until he could no longer drive. Cars and pickups for customers as well as requests from neighbors and friends brought good use to his knowledge, enthusiasm, skills, equipment, tools, and shop, which was the envy of many. Grape growing and winemaking, tractor and vineyard work, electrical and plumbing projects, reloading ammo, and 'hunting' prairie dogs – hardly anything was beyond his interest – but most important to him were the needs and desires of his family and other people, and how he could help them succeed.

Earle is survived by Valerie, his wife of 52+ years; sons Don (Bobbie) and Eric; grandsons Curtis and Benjamin); brother Jim (Betty); and many in-laws, nieces and nephews, cousins, and friends.

If you wish to donate in his name. here are two of Earle's favorites:

St. Helena Volunteer Fire Department Assoc  
P.O. Box 266. St. Helena, CA 94574

St. Helena Catholic Church  
St. Vincent de Paul Ministry  
1255 Oak Avenue  
St. Helena, CA 94574



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## Wilber “Will” C Blomgren

It is with a heavy heart that I announce the passing of my father Wilbur Claude Blomgren, a retired United Airlines pilot, on June 24, 2022. He was 90.

The son of a Fresno raisin farmer... Will was born on September 7, 1931. He had a keen memory for all things aviation. He remembers seeing his first DC-3 in 1936 at the age of five, at Chandler Field in Downtown Fresno. He marveled at all the rivets on the aircraft and concluded that there was no way they could make anything bigger.

Growing up, Will developed an interest in flying model airplanes. After graduating from Fowler High School, he entered Fresno State College where he majored in Industrial Arts. While he was at Fresno State, he entered the college's Air Force ROTC program. After college he went into the US Air Force where he flew AT-6's, B-29's, and T-33's.

In the Air Force, he served in Alaska and Great Falls, Montana where he met my mom, Frances. They were married in Center City, Minnesota on June 2, 1957.

After a stint working as a draftsman at the Lawrence Livermore National Laboratory, Dad joined United Airlines in 1966. Will stated on the DC-6's on the old SFO-Reno-Elko-Ely-Salt Lake run. From there he flew 727's 737's and he retired out on the DC-10.

He retired from United Airlines in 1994 and became active member in the Monterey Peninsula Chapter of the Retired United Pilots Association. In addition, he had a 1946 Cessna tail-dragger and Cessna 172. He also had a passion for antique automobiles which included his 1936 Ford Sedan which his father purchased new in 1936.



## Walter W Ellwood 1941-2022



Walter W. Ellwood, age 81, passed away on August 4, 2022, after a brief battle with cancer. He was born in Estherville, Iowa on March 1, 1941, to Lewis and Ruth Ellwood. Walter graduated from Estherville High School in 1959 and the University of Oklahoma with a BS in Aeronautical Engineering in 1964. He moved to Colorado in 1967, where he raised his family. Walter had a 35-year career as a pilot for United Airlines, retiring as a Captain on the 747 in 2001.

Walter was a devoted father to two sons and three grandchildren and was loved by all. He had a life-long passion for aviation and flew his home-built RV-8 up to just months before his passing. Second only to aviation was his love for OU football. Walter also shared a great interest in motor sports and frequented many racing events.

Walter Ellwood is survived by his wife, Karen Ellwood, his sons Christian Ellwood (Eric) and Garrett Ellwood (Kellyn) and his three grandchildren, Zane, Hudson and Cooper and two cousins Jon Heidke and Johanna Colson. He was preceded in death by his parents and sister Jamaica Goodwin. He will be missed dearly.

Walter's wishes were that no services be held.

It was his wish that any memorial tributes be made in the form of charitable donations to the [University of Oklahoma's School of Aviation Scholarship Program](#).

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

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## Robert “Bob” E McMichael, Jr.



Robert E. "Bob" McMichael Jr., 81, passed away peacefully, surrounded by family, on July 31, 2022 at Paramount Senior Living at Cranberry, Mars, PA.

Born September 23, 1940 in New Castle, PA, he was raised in Wampum, PA, graduating from Wampum High School in 1958. He received a Congressional appointment as a Midshipman to the U.S. Merchant Marine Academy, Kings Point, NY, where he served as Battalion Commander. At the Academy, he gained experience in the operation and navigation of ships through voyages to Africa, Europe, the Mediterranean, and South America. Upon his 1962 graduation, he was commissioned an Ensign in the US Navy, and completed flight training at Naval Air Station Pensacola. There, he met Carol Jean Strand, RN, a US Navy Nurse, whom he married in 1964. He fulfilled his Active-Duty service during the Vietnam War and retired as a Lieutenant. He then joined United Airlines, where he enjoyed a 32-year aviation career, retiring as a Boeing 777 Captain. Bob and Carol raised their family primarily in Orange County, California, and Central Florida, before moving to Culpeper, VA, where they lived for nearly 30 years. Bob was an Elder Emeritus at New Life in Christ Church, Fredericksburg, VA, and was an active member of various other Presbyterian Churches throughout his life.

Bob was preceded in death by his father, Robert E. McMichael, Sr. and his mother, Esther M. (Wilson) McMichael.

In addition to Carol, his wife of 58 years, he is survived by a daughter, Laurie; a son, Robert E. McMichael, III, DO (Rachel); grandchildren, Grace and Ike McMichael; sisters, Janice Brewer (Rich) and Charlotte Householder (Bob), and many extended family members and dear friends.

Visiting hours will be held on Wednesday August 3, 2022 from 2:00 pm to 4:00 pm and from 6:00 pm to 8:00 pm at the Marshall Funeral Home, 341 Main Street, Wampum.

Funeral Services will be held at the Marshall Funeral Home, on August 4, 2022 at 11:00 am with Rev. R. Tod Custer officiating.

He will be interred alongside his parents at Clinton Cemetery, Wampum, PA., which overlooks his childhood home.

In lieu of flowers, memorial gifts may be made to Wounded Warriors, Wounded Warrior Project, 4899 Belfort Suite 300, Jacksonville FL, 32256 or Amedysis Hospice, 240 Pullman Square, Suite 255, Butler PA, 16001 or Paramount Hospice, 3025 Washington Rd #201, Canonsburg PA, 15317.

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## James “Jim” W Noble

You and I lost a good friend. All of Council 12 lost a good friend. In fact, all of ALPA lost a good friend. Jim Noble died recently.

Those who knew him are the lucky ones. He did so much work for United’s ALPA pilots from his start in about 1965 as an instructor at the Denver Training Center to his work as an elected representative for the pilots of Council 12. He was the Council 12 Chairman more than once, serving as their Captain Representative, and later again as Chairman during his time as their Second Officer Representative.

Jim worked for many, many years as the Chairman of the MEC Grievance Committee. He had many Vice-Chairmen over the years, and I was lucky enough to serve as one of them. He worked tirelessly with ALPA’s attorney, Chuck Goldstein and with the ALPA’s Contract guru, Hal Stepinsky. Working with them Jim saved the jobs of several pilots that the company charged with firing offenses as well as winning so many “contract” violation grievances.

But he was more than just a hard-working ALPA guy. He was also a devoted family man and a friend. We worked together at the MEC Office, but my wife and I were also happy to be friends with Jim and his wife of 71+ years, Jan. He and Jan loved to play tennis and we spent a wonderful week with them in Scottsdale, AZ, at a tennis resort as well as having fun with them at the annual ALPA tennis tournaments in Southern California. They also loved boating and we enjoyed spending time with them on the lake.

We will miss him. *Randy Ryan*

## Harold “Hal” R Storey



Harold R. Storey, a World War II naval aviator and retired United Air Lines pilot, died July 28, 2022, in Oxford, Fla. He was 100 years old.

Over a long career in aviation, he flew aircraft that ranged from open-cockpit biplanes to wide-bodied jets.

Storey was born in Hickman Mills, Mo., on Oct. 28, 1921 to Bert and Isabelle Stephenson Storey. He earned a private pilot's license through the Civilian Pilot Training program and then served in the U.S. Navy from 1942 to 1947, leaving as a senior lieutenant. Initially trained as a dive-bomber pilot, he was assigned to VRF-2, a squadron of the Naval Air Transport Service that ferried aircraft from production plants to the fleet.

He flew almost every kind of airplane the Navy had, starting with open-cockpit training craft and including Helldiver dive-bombers, Avenger torpedo bombers, Corsair and Bearcat fighters and the naval versions of the B-25 bomber and DC-3 and DC-4 transports.

While stationed at San Pedro, Calif., he met Grace A. Wright, a Minnesota native who worked as a civilian secretary for the Navy, on a blind date. They were married in 1947.

United hired Storey as a pilot in 1951, and he became a captain in 1957. Over his career he was domiciled in Denver, Chicago, Newark and San Francisco. He flew Douglas propeller-driven airliners from the DC-3 through the DC-7, transitioning to jets in 1964 with the Caravelle. He then flew the DC-8 and retired in 1981 as a DC-10 captain.



The Storeys moved to The Villages, Fla., in 2002 from Ridgefield, Conn. They also had a condominium in Naples, Fla.

In retirement, Storey enjoyed photography, learned how to use the Internet, served as president of his condo association and helped organize VRF-2 reunions. He and Grace were devoted to their grandchildren. Grace died in 2014, seven months after the couple celebrated their 67th wedding anniversary.

Storey took pleasure in marking his 100th birthday with a Zoom call with his many out-of-state relatives and a driveway concert at his Villages home with family members and neighbors.

Survivors include three sons and daughters-in-law: Gregory D. (Charlene Komar), of Roselle Park, N.J., James R. (Kathleen Gorman), of Southport, N.C. and Eric (Kate Mallman), of Kenwood, Calif.; four grandchildren: Nolan, of New Orleans, Briana, of Charlotte, N.C. and Annaliese and Aiden, of Kenwood, Calif.; and a sister, Idabelle Schroeffer, of Covina, Calif. His older brother, Cecil Dean Storey, of Kansas City, died in 2005.

A memorial service will be held later. Contributions in lieu of flowers may be made to the Naval Aviation Museum Foundation, 1750 Radford Blvd., Suite B, NAS Pensacola, Fla. 32508, [www.navalaviationfoundation.org](http://www.navalaviationfoundation.org).



# Flown West

Remembering United Pilots who have Flown West

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

*\*denotes RUPA non-member*

William L Baer *	Mar, 2022
Wilber "Will" C Blomgren	Jun 24, 2022
Paul G Dodson *	Jul, 2021
Garry M Dunn *	Jul, 2021
Monte E Duran *	Apr, 2019
Walter Ellwood	Aug 4, 2022
Dillon M Emerson *	Nov, 2021
Michael D Flynn	Oct, 2021
George Kirk Hansen	Jul 01, 2022
Kent L Harrington *	Jan, 2022
A Owen Hibbs *	May, 2019
Thomas L Hull *	Feb,-2022
Robert "Bob" E McMichael. Jr	Jul 31, 2022
Mark K Nicholson *	Mar, 2022
James Nobel *	Aug 10, 2022
Earle S Presten	Dec 22, 2021
Armond J Rodehorst *	Jul, 2021
Harold "Hal" R Storey *	Jul 28, 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*



— OFFICERS —

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President: Don "Wolfman" Wolfe... 707-695-2674... rupapres@rupa.org
Vice President: Dan Petrovich... 954-288-4343... rupavp@rupa.org
Sec/Treas: John Rains... 802-989-8828... rupasectr@rupa.org
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Rich Bouska, Phyllis Cleveland, George Cox, Cort de Peyster, Bob Engelman,
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Beth Ann Raphael..... berapha@aol.com

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Dick Kane..... richaka4@aol.com
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Jim Whiteley ..... sandorjim@aol.com

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MFR: Intrepid Aviators of Southern Oregon..Bob. Niccolls...bniccolls@live.com
PDX: Columbia River Geezers....Steve Barry..... sbarry72@comcast.net

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IAH: Houston Tex-Mix...Ross Miller..... flyby321@aol.com

Washington

PAE: Pacific NW Flyers...Cort de Peyster..... cortreno@aol.com
SEA: Seattle Gooney Birds...Henry P. Kerr..... henrykerr41@gmail.com

Washington D.C. Area

DCA: Washington D.C...E.K. Williams Jr..... ekwj@earthlink.net
DCA: Williamsburg, VA/Hampton Roads Area...
Jim Krasno..... krasnoj@earthlink.net

How to pay your RUPA dues

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



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## RUPA Luncheon Information

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### ***RUPANEWS* Deadline: Not later than the 15th of Each Month**

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#### **Arizona**

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

Call Frank Soare: 602-690-4015 [jmandtheflash@hotmail.com](mailto:jmandtheflash@hotmail.com)

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

#### **California**

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

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

FAT: The FAT Flyers (2<sup>nd</sup> Friday, 0730 hrs) *Yosemite Falls Café, Clovis, CA*

MRY: Monterey Peninsula (2<sup>nd</sup> Wednesday) - To Be Announced. - RSVPs Required - 831-622-7747

SAN: San Diego Co. (2<sup>nd</sup> Tuesday) - *"The Landings, Palomar Airport"* - 858-449-5285

SFO: San Francisco Bay-Siders (2<sup>nd</sup> Tuesday, Noon) - *Harry's Hofbrau, Redwood City, CA* 650-349-6590

SFO: San Francisco East Bay Ruparians (2<sup>nd</sup> Wed. 1300 hrs)—*Black Bear Dinner, San Ramon, CA.* 925-735-1946

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

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

#### **Colorado**

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

#### **Florida**

DAB: N.E. Florida (3<sup>rd</sup> Thursday, Feb, Apr, Jun, Oct, Dec) - *Spruce Creek CC* - 386-760-9736

FLL: The Ham Wilson S.E. Florida Gold Coast (2<sup>nd</sup> Thursday) - *Galuppi's Restaurant & Patio Bar* - Jim @ 954-532-9960

JAX: Florida First Coasters (2<sup>st</sup> Tues. 11:30 hrs) - *Loc TBD* - Guests Welcome, Jim Peterson 970-201-6149

RSW: SW Florida (2<sup>nd</sup> Monday, Nov, Jan, Feb, Mar) - *Olive Garden, Ft. Myers* - Contact Dot Prose at [prose@prose.com](mailto:prose@prose.com)

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

SUA: SE Florida Treasure Coast Sunbirds (2<sup>nd</sup> Tue.) - *Shrimper's Restaurant, Stuart, FL* - 561-756-4829

TPA: Tampa, Florida Sundowners (3<sup>rd</sup> 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 (3<sup>rd</sup> Thursday 1130 hrs) - *The Fish Hopper, Kailua-Kona* - 808-315-7912 or 808-334-1883

#### **Illinois**

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

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

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

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

#### **Nevada**

LAS: Las Vegas High Rollers (2<sup>nd</sup> Wednesday @ 1100 hrs) - *BJ's Brewhouse* in Summerlin. [jldonahue@alumni.nd.edu](mailto:jldonahue@alumni.nd.edu)

RNO: Reno's Biggest Little Group (4<sup>th</sup> 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](mailto:psofman@gmail.com)

#### **Ohio**

CLE: Cleveland Crazies (3<sup>rd</sup> 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 (2<sup>nd</sup> 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 (3<sup>rd</sup> Thursday) - *Pony Express, Jacksonville* - 541-245-6896

#### **Texas**

IAH: Houston Tex Mix (1<sup>st</sup> Tuesday, Noon) *Broken Egg Café, Shenandoah, TX*

#### **Washington**

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

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

#### **Washington D.C.**

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

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

# A Look Back

## United Airlines and RUPA History

**10 years ago - Sep 2012**

**20 years ago - Sep 2002**



**Journal of the Retired United Pilots Association**



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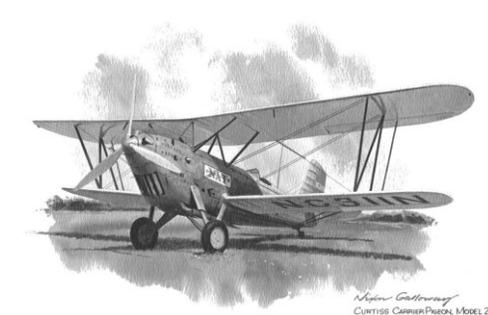
Volume 15 Number 9 (Journal 636) September, 2012



**RUPANEWS**

**Journal of the Retired United Pilots Association**

Volume 4 Number 9 (Journal 518) September, 2002



Norman Galloway  
Curtis Camera Project, Model 2  
1929 - 1930

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*PHF = PATRICK HENRY FIELD  
10 NEWBURGH, NY 10954  
(MOVED FROM DC-6 to S/C TO 737 IN OCT 2012)*

**737 NOV**

DSL EFF 11/01/68 THRU 11/30/68	WASHINGTON	DTA 108 MMH 175 150 1/3 TRP-FRO	007
EFF 11/01/68 THRU 11/24/68			
737 431 DAL DTK 1925 2047	113 102 122		
737 668 DTK BAL 2200 2308	108 210	TMA 458 M-5 4.35	1.16
TCT NITE 400 T/F 2 810 5174	358*	TMA 458 M-5 5.05	008
EFF 11/25/68 THRU 11/30/68			
737 714 OCA DMF 1443 1730	45 47 67		
737 431 DMF BAL 1815 1856	29 41 128		
737 431 DAL DTK 1925 2047	113 102 250		
737 668 DTK BAL 2200 2308	107 108 358		
DM D/T BAL ECA 2323 0033	50 358	850 09 56 14	
TCT NITE 430 T/F 2 810 5174	358*	TMA 458 M-5 5.05	-38
EFF 11/01/68 THRU 11/24/68			
737 431 DAL CLE 1815 1626	29 113 111		
737 831 CLE PHT 1655 1735	20 40 151		
737 431 DMF BAL 1815 1856	24 21 212		
737 831 PHT MRS 1755 1816	24 21 212		
737 831 MRS CRD 1840 1835	155 50 307		
737 749 ORD MLI 2030 2418 1212	48 955	818 02 03 44 03	
737 718 MLI CRD 0930 1013	57 43 43		
737 718 ORD DAY 1110 1310	27 100 143		
737 718 DAY CRD 1332 1400	25 28 211		
737 718 CHW OCA 1425 1525	118 100 311		
737 750 OCA DMF 1443 1730	45 47 358		
737 431 DMF BAL 1815 1856	29 41 128		
TCT NITE 425 T/F 2 810 5174	834*		009
EFF 11/01/68 THRU 11/30/68			
737 463 OCA DMF 0755 0842	23 47 47		
737 463 DMF PHF 0905 0925	20 20 107		
737 463 PHF BAL 0945 1023	27 38 145		
737 463 BAL PIT 1030 1130	30 45 230		
737 463 PIT YNG 1230 1230	20 25 295		
737 463 YNG CAR 1230 1313	22 23 318		
737 463 CAR TOL 1335 1413	252 38 356		
737 430 TOL CLE 1705 1736	29 31 427		
737 430 CLE OCA 1805 1908	103 230 1228	137	
TCT NITE 240 T/F 1 810 7074	530*	TMA 1228 M-5 8.10	2.57
EFF 11/01/68 THRU 11/14/68			
737 475 BAL PHF 0655 0735	20 38 38		
737 475 PHF DMF 0755 0813	24 20 58		
737 475 DMF ATL 0837 1015	210 138 234		
737 740 ATL DMF 1225 1333	1412 128 408	813	
737 403 DMF PHF 0605 0625	20 20 20		
737 403 PHF BAL 0645 0723	38 58 233	302	
TCT NITE 00 T/F 2 810 8414	502*	TMA 2543 M-5 9.85	1.46
EFF 11/15/68 THRU 11/30/68			
737 475 BAL PHF 0655 0733	20 38 38		
737 475 PHF DMF 0755 0813	24 20 58		
737 475 DMF ATL 0837 1015	210 138 234		
737 740 ATL DMF 1225 1333	1412 128 408	813	
737 403 DMF PHF 0605 0625	20 20 20		
737 403 PHF BAL 0645 0723	38 58 233	302	
TCT NITE 00 T/F 2 810 8564	502*	TMA 2543 M-5 9.85	1.66
EFF 11/01/68 THRU 11/30/68			
737 703 BAL PIT 1755 1840	35 45 45		
737 703 PIT CLE 1815 1950	40 35 126		
737 703 CLE FWA 2030 2114	26 44 204		
737 703 FWA SBN 2140 2110	20 234	530 01 13*	
737 703 SBN FWA 0800 0928	22 28 28		
737 732 SBN FWA 0800 0928	22 28 28		
737 732 FWA CLE 0950 1035	35 55 117		

Remember  
the  
DSLs?  
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Submitted  
by  
John Hebbe

DFR 737 782 BUF LGA 1725 1833	102 108 482		
DFR 737 819 LGA BUF 1855 2103	1025 110 402 1100	15	
OSA 737 774 BUF CCA 0730 0831	30 101	04	32
TCT NITE 158 T/F 2 810 723*	632*	TMA 2211 M-5 8.10	.44
EFF 11/01/68 THRU 11/30/68			
OSA 737 750 OCA BUF 1120 1225	25 105 105	153.3	016
OSA 737 768 BUF ROC 1250 1318	319 25 131		
OSA 737 762 ROC LGA 1635 1738	107 103 234		
OSA 737 759 LGA ROC 1845 1947	18 102 336		
OSA 737 759 ROC BUF 2035 2036	28 25 401		
TCT NITE 416 T/F 1 810 650*	503*	TMA 1155 M-5 6.35	.41
EFF 11/01/68 THRU 11/30/68			
737 771 BAL DTK 0855 1017	33 122 122		
737 771 DMF MRS 1050 1125	45 35 197		
737 771 MRS DMF 1210 1205	225 55 252		
737 790 DMF TOL 1430 1619	1341 49 341 839	19 56	
737 438 TOL YNG 0405 0638	22 38 38		
737 538 YNG PIT 0700 0728	32 28 106		
737 538 PIT CCA 0800 0845	35 45 151		
737 438 OCA DMF 0920 1007	103 47 238		
737 743 DMF PHF 1110 1130	20 20 258		
737 743 PHF IAD 1150 1228	217 38 336		
737 763 IAD PHF 1445 1523	19 36 412		
737 763 PHF CAR 1840 1800	30 20 432		
737 763 DMF BAL 1630 1711	41 513 1226	154 05	
TCT NITE 110 T/F 2 810 1208*	854*	TMA 3331 M-5 16.20	4.39
EFF 11/01/68 THRU 11/30/68			
XASL 737 403 OCA BUF 0700 0805	90 105 105		
XASU 737 770 BUF LGA 0855 1003	102 108 213		
XASL 737 769 LGA BUF 1105 1215	1915 110 323 630	37	
XSUMC 737 774 BUF DCA 0730 0832	102 102 217	258	
TCT NITE 00 T/F 2 810 855*	425*	TMA 2647 M-5 9.85	2.26
EFF 11/01/68 THRU 11/30/68			
OSA 737 803 DCA BUF 0700 0805	50 105 105		
OSA 737 770 BUF LGA 0855 1003	102 108 213		
OSA 737 769 LGA BUF 1105 1215	35 110 323		
OSA 737 774 BUF LGA 1250 1358	2107 108 431 813	10	
OSU 737 769 LGA BUF 1105 1215	35 110 110		
OSL 737 774 BUF LGA 1250 1358	102 108 218		
OSU 737 755 LGA ROC 1500 1602	33 102 320		
OSU 737 762 ROC LGA 1635 1738	107 103 423		
OSU 737 759 LGA ROC 1845 1947	18 102 325		
OSU 737 759 ROC BUF 2035 2036	28 25 550		
OSU 737 759 BUF ECA 2058 2200	102 652 1210	1123*	
TCT NITE 421 T/F 2 810 1325*	1123*	TMA 4015 M-5 16.20	.81
EFF 11/01/68 THRU 11/30/68			
OSO 060H 724 LGA BUF 1815 1952 1138	48 137	07	
DMO 737 774 BUF DCA 0730 0832	102 102 217	258	
TCT NITE 55 T/F 2 810 455*	150*	TMA 1432 M-5 6.10	.24
NOTE ↑ ONLY SUNDAY ONLY HAWAII DEADHEAD DCA-BUF ON A DC-6, 1 JUST MOVED FROM DC-6 TO B737 IN SEPTEMBER.			



# Member Photos

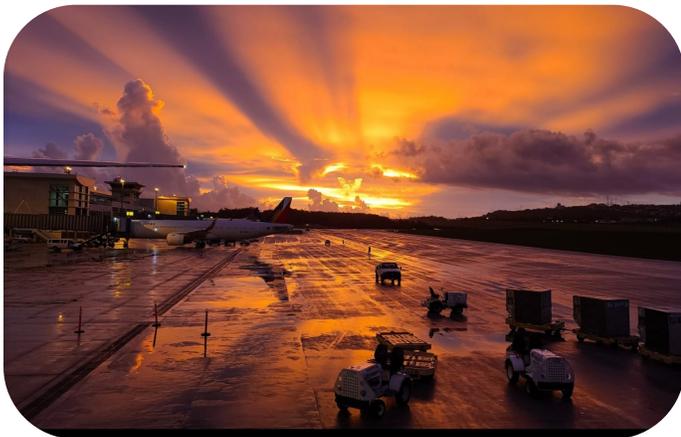
Member-submitted layover and work-related photos



Life after retirement. Richard Osterhuber



Fuzzy Dice - Originated with WW-II Pilots?



Guam Sunrise. by Eddie Olkeriil



Nice Day in Greenland. by Marcy Trojak



by Clark Cook

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