
rupanews



**57th
Year**

Journal of the Retired United Pilots Association



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



In this Issue

About the Cover . . . Unique view of B737-800 at IAH. Photo by Capt. **Dano Robinson**, LAX.

President's Letter . . . **John Gorczya** provides updates on some recent United happenings including a new self-assessment questionnaire as part of flight check-in and US DOT updates for foreign airlines. There are even a "Then & Now" photos of the President.

Vice President's Letter . . . Don Wolf stumbles across a great aviation series (his words) and interesting story about UAL / SR71 pilot, **Captain Maury Rosenberg**. Wolf Man also shares some recent fly-in photos.

From the Editor's Desk . . . *Editor GeorgE* explains how one pilot donating some reading material to enhance the RUPANEWS experience led to finding another RUPA member who is doing the same; enhancing your RUPANEWS experience. There is also a SCAM alert and a flashback brochure of the Taupe Uniform.

R & I Report . . . **Bob Engelman** talks about the Retiree Health Account (RHA) and how a future bankruptcy might affect it. It has to do with a VEBA. Check it out.

Travel Report . . . Our intrepid traveler, **Pat Palazzolo**, give you tips on Hiking in the Dolomites and a possible issue with retiree travel accounts being frozen.

A Look Back . . . Check out the magazine covers of the *RUPANEWS* from 10 & 20 years ago. Are you signed up for the digital *RUPANEWS*? If so, you can simply click on the cover and you'll link to the whole issue. If not, send an email to rupasectr@rupa.org and say you want the digital version.

NOTAMS . . . Important notices.

United Airlines Historical Foundation . . . I'm sure many of you can list the various planes that flew under the United logo. Is the Fairchild C-82 Packet on the list? **Marvin Berryman**, of the United Airlines Historical Foundation (UAHF) submitted an interesting history on this shorted-lived aircraft in United's inventory. I think 12 days is considered short-lived.

Luncheons . . . Luncheons are still mostly grounded because of the Coronavirus but we do have some luncheon reports and member updates. See who got the Editor's Best Dressed Award.

There I was . . . An endless series of astounding, exciting, thrilling, and "amazing but true" airline pilot stories from our members. I think you'll find this month's section quite interesting with the addition of some awesome artwork by one of our own RUPA members, **Mike Ray**. Mike is really in his element with the cartoon and witty comments. Send in your stories. Digital Subscribers click [here](#) to send yours.

Articles . . . We have your regular infusion of industry and UAL related articles. And of course, medical and health related subjects.

Letters . . . More great letters to let you catch up with RUPA folks. Keep those emails and photos coming. Ruparians love the photos. Also, include your city & state with your email.

In Memoriam . . . Remembering those who have Flown West.

Monthly Social Calendar . . . We've moved the social calendar to the inside back cover so it's still easy to find. This move lets us add some color to the back cover.

About the Back Cover . . . Upper: UAL Starwars-themed B737-800. Registration N36272 (UAL).

Lower: B737-900ER at KOA. Photo by Capt. **Dano Robinson**, LAX.

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President's Letter

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Welcome to another edition of what is happening in the United Airlines business and how it impacts us retirees. Quite frankly, I am ready to get back to normal ops. I never was the kind of pilot that dealt very well with emergencies and contingencies. I prefer a flight where everything goes as planned with no surprises. I could say the same thing about what is happening in the world now with all that we have to deal with concerning COVID-19. I want us all to get back to a normal way of life. Where have all the RUPA luncheons gone to?

One of the most interesting tidbits of information that I came across this past month was that United is set to mortgage the Mileage Plus Program for coronavirus funds. United thinks it has the cash it needs to navigate the rest of the coronavirus pandemic without further impacts on customers with a new \$5 billion mortgage of the Mileage Plus Loyalty Program. The deal coupled with an expected \$4.5 billion loan from the government's CARES Act would give United around \$17 billion liquidity by the end of September. The UAL executives emphasized that the transaction would bring no changes to how customers use Mileage Plus. United continues to see monthly improvements. The number of travelers on flights continues to rise and expects to fill 55% of seats in July. Most of the flights are US domestic ones with many going to destinations popular with leisure travelers. As you may well know, I am not an accountant, but my concern is that United was in bankruptcy in 2003 and they declared to the bankruptcy court that their Mileage Plus Program was a liability and they needed court mandated concessions from the employees, including dumping of employee retirement funds to the PBGC. And now, the Mileage Plus Program is being used as collateral for a loan. Initially, this was a liability and now it is considered an asset to the company. This does not make sense to me.

In other related news if you have not heard, United is closing three of the four international flight attendant bases. This all became effective on June 1 and the affected bases include Frankfurt, Hong Kong, and Tokyo. This has impacted 840 flight attendants in the process. If I did not mention, acceptance of the \$4.5 billion CARES loan bans any forced cuts before October 1. As of the beginning of July, UAL indicated they could furlough 36,000 or 45% of its US based frontline employees by Oct. 1.

If you are traveling non-rev or as a paid passenger, United will ask all passengers to take a health self-assessment questionnaire as part of the check-in process before their flight. Health experts are pleased to play a role in helping people travel more safely and they worked closely with United to develop a health self-assessment for its customers before beginning their journey said James Mulino, the Chief Clinical Transformation Officer at the Cleveland Clinic. The assessment will ask passengers to confirm that they have not experienced COVID-19 symptoms in the last 14 days which is part of the flight check-in process. Also, if you are traveling, UAL announced the new Onboard Mask Policy to protect against the COVID-19 spread. UAL will suspend travel privileges of any customer who refuses to wear a mask on the aircraft. As of July 1, the 70% maximum capacity on flights ended.

The US DOT indicated that Chinese passenger airlines would be allowed to fly four weekly roundtrip flights from China to the US after the Civil Aviation Authority of China indicated it would allow four weekly flights by US passenger airlines. This represents positive progress and an important step in restoring a fair and equal opportunity for US carriers to compete in the US-China passenger market. In a later development, UAL will resume service to China with two flights a week between SFO and Shanghai. Also, they will restart flights to Tokyo, Seoul, and Hong Kong. United has indicated they will triple flights beginning in August adding more than 25,000 domestic and international flights and also extend the change fee waiver. There will be more international flights added in September.

If you have not heard, Boeing got the go ahead for test flights on the B-737 MAX. This is a major step in the plane flying again. Also at Boeing, they have ended the 747 Jumbo Jet production after more than 50 years.

So, how did I get started in aviation? I was not one of the child prodigies who had my flying license at 14 years old. I did not come from a family of aviators. And, quite frankly, it was not until I was in high school that I got the flying bug.

My father was an Air Force officer stationed at Lockbourne Air Force Base in Columbus, Ohio. Lockbourne is now Rickenbacker AFB. Anyhow, to supplement my college expenses and my hydration needs, I worked at various locations on the base. I worked at the base service station pumping gas, the base commissary bagging groceries for roughly 25 cents a bag and lastly, on the base golf course. I would always stand on the golf course looking up and watch the Air Force planes fly overhead as I was trimming the greens. It was at that time I became hooked after observing the planes in amazement.

I entered the ROTC program at Ohio State and my aviation career started. I became an Air Force pilot and after my AF career got hired by United Airlines. I was fortunate enough to have two wonderful careers in my life. I said I would never post a picture of myself, but I changed my mind after I realized we needed more commentary from our RUPArians for the RUPANEWS magazine.

The following was a picture from the start of my Air Force career and the others towards the end of my United career. Please do not laugh. It is an honest attempt to take up some space in our magazine.



**W
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New Member

- James "Jim" F Gezik
- Adam N Ripper
- Keith "Flying Finn" Niemitalo
- Gerald "Jerry" Wroblewski
- Lewis "Joe" Bacheller
- Irby Rivera
- Steven L Senegal
- James "Jim" William Frank
- Joseph "Joe" Piazza, Jr
- David "Dave" William Bullard
- Kenneth "Nick" Page
- Kim K Nielsen
- Keith Alan Porter
- George G Dormond
- Michael Vranes
- Randy M Feldt

DOM

- ORD
- EWR
- DEN
- ORD
- DENTK
- EWR
- IAD
- EWR
- DCA
- LAX
- SFO
- SFO
- LAX
- SFO
- DEN

Spouse

- Sushila
- Jennifer
- Pamela
- Sue
- Arleen
- Lucy
- Rita
- Tisha
- Annie
- Vicky
- Susan Trochez
- Anne
- Suzette
- Mam
- Brenda

Home

- Rockledge, FL
- Concord, NC
- Littleton, CO
- The Villages, FL
- Aurora, CO
- Tamarac, FL
- San Bruno, CA
- Knoxville, TN
- Palm City, FL
- San Diego, CA
- Montgomery, TX
- Half Moon Bay, CA
- Edmonds, WA
- Glendale, CA
- Zephyr Cove, NV
- Highlands Ranch, CO



Vice President's Letter

rupavp@rupa.org



I have over 100 channels available on TV, yet there seems to be nothing of interest to watch. I've grown tired of all of the Washington politics, the daily "Covid Count" and I've run out of aviation documentaries on Netflix and Prime. Recently I stumbled across a great series of aviation presentations on the internet from the Western Museum of Flight. One of the more interesting presentations was given about the Lockheed SR-71 blackbird by retired UAL Captain **Maury Rosenberg**.

Maury flew the SR 71 on active duty in the USAF prior to being hired at United in 1978. When he was furloughed in 1981, Maury went back on active duty and was assigned to the Blackbird again. In the presentation, Maury reflects upon numerous flights in the aircraft. He's watched missiles coming up at the aircraft over North Korea and flown missions he still can't talk about. Maury was awarded the "USAF Well Done Award" for saving an aircraft and crew during a mission in 1974. Descending through 77,000 the right engine exploded, followed by a flameout of the left engine. Maury was left



Captain Maury Rosenberg



flying an unpressurized, battery powered, supersonic glider and the inflated space suit made it more difficult to fly the aircraft. The back seater had accidentally bumped intercom switch to "OFF" so Maury had no assistance with the checklist on the way down. When the aircraft reached a lower altitude Maury was able to restart the left engine and restore full electrical power to

the aircraft. The intercom came back on and the first thing Maury heard was: "Hey, are you still up there?" Maury remained on active duty, retired from the USAF, then returned to United. To watch this excellent presentation search: Maury Rosenberg, Western Museum of Flight. (Digital readers: Simply click the link. *Editor GeorgE*)



Captain Maury Rosenberg



Dan Foster at Flying B Ranch

I mentioned last month that a few of the former UAL's planned to fly out to Johnson Creek, ID for our annual get together in the Frank Church Wilderness. **Wayne Mooneyham, Dan Foster, Steve Fitzgerald** and I blasted off at "O dark Thirty" on June 24th. Wayne led the 3 ship of Citabrias to Winnemucca for fuel while I proceeded directly to Nampa ID in my trusty ole Cessna 180. The Citabrias arrived about an hour later for another fuel stop and lunch at the Nampa airport restaurant. We then proceeded in to Johnson Creek as a flight of four and landed before noon when the canyon winds pick up.

B-787 Captains **Denis Coates** and **Jim Dehart** were there to meet us. Denis and Jim had their camp set up mid field and were all settled in. Our group had decided to “primitive camp” by bringing in only an ice chest, food and a duffle bag full of clothes. We proceeded to unload our planes, fill a Chevy suburban, and drive to Wapiti Meadows Ranch where we’d rented cabins. Our Auburn group takes a “ribbing” for wimping out on the camping program, but it cannot be argued that Wapiti Ranch is much easier than loading a plane full of camping gear and hauling it in to Idaho.

Jim and Denis invited everyone over for BBQ ribs on Thursday evening. We had a great dinner with old friends and got caught up on the current news at UAL. Attendees were: **Denis Coates**, Jim **Dehart**, and **Rick Byers** (active), **Wayne Mooneyham**, **Tom Trees**, **Mike Todd**, **Dan Foster**, **Don Wolfe**. (Retired) Retiree **Jake Nelson** was at Johnson Creek too with his Cessna Bird Dog but somehow we didn’t get caught up. We were able to use “social distancing” practices throughout the trip and enjoy a great time in Idaho. Snow and rain was forecast to move in and replace the warm sunny weather so we packed up a few days early and flew home ahead of the storm.

That’s it from Center Seat Coach,

Wm

Don Wolfe

Editor’s Note:

Don’s story last month was titled “The Taupe Uniform” Here’s a picture from a 1977 brochure. There’s more in my Editor’s Report on the next page. *Editor George E*



Wayne Mooneyham & Dan Foster at Flying B Ranch



The Taupe Uniform
10/77 Brochure



Wayne Mooneyham at Root Ranch, ID

From the Editor's Desk

rupaeditor@rupa.org



Last month I received an email from Denver RUPArian **Roger Widholm**. His father was an a former TWA Pilot and Roger had some of his aviation reading material and he thought they might provide some input for the *RUPANEWS*.

We met and, as we were appropriately socially distanced, he handed them over. Among the decades old ALPA and TWA magazines were three aviation humor paperback books.

One of them, "*Then & Now - Cartoons about Airline Pilots*" by **Mike Ray**, had the author's picture on the back cover and darn if it didn't look like he had on a set of UAL pilot wings. (Mike is the one with the moustache-LOL)



Editor George (L) & Roger Widholm (R)



Welcome Mike Ray's artwork to the *RUPANEWS*

I broke out my 2020 RUPA Member directory and on page 53 was Michael J. Ray. I emailed him to verify he was the same guy and he was.

We chatted and I asked if he would be interested in contributing his talents to our magazine and without hesitation he agreed.

Thanks to Mike, the "There I was. . ." section is graced with his artwork and humor. We are lucky to have him so get your aviation stories to the editor and we plan to feature one each month and let Mike bring them it to life.

Where is the Social Calendar?

It's now on the inside back cover.

You'll see color photos on the back cover.

Follow Up: Don Wolfe had a great story last month about the Taupe uniform and I searched everywhere for a brochure I knew I had but it was no joy.

Then, while looking for a different item for this month's *RUPANEWS*, I found it.

It says it was printed in 10/77

Of course if you want the full color effect you need to sign up for the digital version. It's free. rupasectr@rupa.org

may

Your new uniform is well on its way. You'll be wearing it for the first time in January of 1979. Right now, we have one uniform prototype, so a lot remains to be done. Meanwhile, we thought you'd like a brief report.

Surveys of both pilots and public pointed to a new garment—one that would distinctively identify its wearer as a United pilot in such a way as to elicit positive response from the traveling public—and still meet established practical requirements.

With this in mind, we chose a man with a long record of successes in the field of clothing design. Designer Stan Herman is a pragmatist who insists on talking to the people who will wear his garments before he'll pick up a pencil. So he spent many long hours carefully listening and considering the input of volunteer line pilots from each domicile.

Only then did he go to his drawing board, emerging with a choice of three designs and three colors. The representative group of pilots voted heavily in favor of one color—Taupe—and one design—"The Executive." Their choice has since been ratified by Dick Ferris and Percy Wood, following approval by Flight Operations management. It's comfortable, easy to wear and maintain, and distinctively identifiable as

*The
new uniform of
United Airlines'
Pilots*

Year-round tropical weave is 55% polyester; 45% wool. Durability and wrinkle-resistance are adjudged excellent.

SCAM ALERT - Facebook Facemask sales (From an UA employee Facebook Forum Admin)

Beware of Airline Face Mask sale scams going on. A person joins an airline group and claims to be an employee selling logo facemasks.

None of them are licensed by any airline to do so.

- They usually ask for payment via PayPal.
- Tells you to direct message them to order.
- Often raises the price after they have you interested.
- Customer never gets the mask and the Facebook poster then closes their account and/or blocks you once you make payment.

Admins are removing their posts as fast as we see them and ban them from the group. Going on in most all airline FB groups. Same person will claim to be an employee of what ever airline group they are trying to get into.

Once we ban one, another one with a new name joins and makes same post. Like I said going on in a bunch of the airline FB groups. Not even sure the persons are actually airline employees but they are answering the questions as if they are.

We only find they are a scammer when they make their first post which is always to sell you airline logo face masks.

The picture they post in many cases shows several masks each with a different airline logo. BEWARE and share this with any other airline group you are in. If you see a post like this let us know or the admin in any group you are in. DO NOT SEND THEM MONEY via Paypal.

Too many people not getting their product and being blocked by the seller once they buy or if they question them.

Until next month, Take care

Editor George

1977 Taupe Uniform brochure.
Front and Back.

1977 Taupe Uniform brochure.
Inside.



R & I Report

Bob Engelman rupari@rupa.org

Hello all,

I received this recently.

“Great job and THANKS to all of you for what you do for the RUPA retiree mob!

Perhaps you can help in researching this. . .

Later retirees who were present and working post-bankruptcy were able to establish Retiree Health Accounts (RHA) per the ALPA contract (2009?) to fund future medical and insurance costs in retirement. One dollar of each hour's pay was used to fund the account. Peanuts there. Additionally, pilots were able to put in funds from vacation buybacks and excess PRAP contributions once the annual limit for that was reached. I funded my RHA generously with vacation and excess PRAP.....my dollars from my labor.

The \$64K question.....are these funds safe if UAL does the bankruptcy caper or are they subject to misappropriation like so many other things today. I have researched VEBA Trusts and ERISA (links below) and of course called numerous points in the UAL Benefits hierarchy (anarchy) without anything resembling reliable information.

I would be interested in what you know, find out, or publish. My gut feeling on this is NOT good....but why would it be for anything UAL has ever done for and to retirees?”

<https://www.investopedia.com/terms/v/voluntaryemployeesassoc.asp>

<https://www.investopedia.com/terms/e/erisa.asp>

As usual, as Sgt. Schulz of “Hogan’s Heroes” fame would say, “I know nothiiiiing.” But I can usually figure out who to ask. In this case UAL MEC R&I Chairman Fred Greene was the go-to guy. This was his answer:

WE'RE HERE TO HELP

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

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

Check our website www.uaprf.com

Saw dust is man glitter.

Section 2. Basic Features of the Program

Contributions Are Held In Trust

Your Retiree Health Account or “RHA” is held in a special trust called a “VEBA Trust.” The term “VEBA” refers to a voluntary employee’s beneficiary association, which is a trust permitted under Section 501(c)(9) of the Internal Revenue Code to pay certain types of health & welfare benefits. The VEBA Trust is a separate legal entity from the Company and is therefore protected from the Company’s creditors.

This pretty much only applies to recent retirees, since most of the rest of us either never had the RHA, or we used it pretty quickly after retiring. If you’d like more info, such as when you can use any funds in your RHA, and what you can use them for, go to <http://www.ybr.com/united>, log in and click on “Your Spending Accounts” along the top, and that will take you to your “Retiree Health Account.” If you’re like me, it shows a zero balance. When I retired I had about \$600 in mine. I used that for my first month of retiree medical insurance premiums, and it ALMOST paid for my first month. Yippee.

From there you can move around the site and see how you can use the RHA and how to make claims. If you can’t find the answer you can call Your Benefits Resource at (800) 651-1007.

Bob

RUPA R & I



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



Pass Travel Report

August 2020

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Hiking in the Dolomites

Hello fellow aviators,

The Italian Alps, also known as the Dolomites, are one of the most beautiful places I've ever seen. I remember one time my hiking partner remarked during one of our hikes, *"No matter which way you turn here, it's breathtaking in every direction."*

There are several towns in Northern Italy that can be a good base for day trips or hut-to-hut multi-day hikes.

I've always liked Cortina d'Ampezzo as my base. Plenty of hotels, restaurants and amenities.

You can reach the Cortina area by flying into Munich or Venice. It's about a 4 1/2 hour drive from Munich and two hours from Venice. I always plan an overnight in Munich and then take a leisurely drive through southern Germany, Austria and Italy the next day.

There are several national parks in the Dolomites within easy driving of Cortina. *Tre Cime*, *Cinque Torre* and other places, such as beautiful *Lake Braies*. You can reach your hiking areas by driving to the main parking lot, or parking at the base of the chair lift or cable car that will take you up to a higher elevation to begin your hike.

Refuges, or *Rifugios*, are sprinkled throughout the Dolomites and offer overnight accommodations or just a place to stop for a meal. The Rifugios are connected by trails. Most of the trails are exceptionally well marked but maps are essential and are easily obtained at various places in Cortina.

The meals at the Rifugios vary in quality from basic stuff to keep you from starving to gourmet quality at *Rifugio Averau* (I make a point to stop here every year just for the great food and fantastic views from the restaurant). Most of the Rifugios offer acceptable menus consisting of Pizza, pasta, sandwiches, salads and desert. The views vary as well. For me the most breathtaking views are from *Rifugio Nuvolau*, located 30 minutes hike from Averau (You can go to Averau for their great food then hike another 30 minutes to Nuvolau for their great views), and *Rifugio Lagazuoi* at 9,000 feet above sea level and reachable by cable car for hiking, eating and their fantastic views!!



We've always elected to stay in a hotel down in Cortina and then drive to a new location each day. But some tourists choose to make consecutive reservations in several rifugios and hike hut-to-hut (English) hütte zu hütte (German) or rifugio a rifugio (Italian). It can get complicated making several consecutive reservations at different rifugios, (and can be a disaster if your plans should change even by one day) so you may want to consider taking an organized tour that specializes in organizing hut to hut hikes through the Dolomites.

Lake Braies (*Lago di Braies*) is about 50 minutes away by car from Cortina. But one year we stayed at the lake front hotel there called *Hotel Lago di Braies*. Breakfast and Dinner are included and there are wonderful views from the balconies or windows of the rooms. There are several good hikes in the area including an easy circumnavigation of the lake that takes about 90 minutes. I recommend you email the hotel directly and not go through a booking company.

There are several good books you can purchase from Amazon on hiking through the Dolomites that can help you plan. And if you google "overnight hiking in the Dolomites or hut to hut hiking in the Dolomites, you should come across some tour companies rather quickly. If you're going to do the tour I strongly recommend you check the reviews on Trip Advisor.

And if I can give you only one piece of advice it would be **buy blister proof socks!!!** They're the best invention since the aeroplane. And don't forget a good pair of hiking boots and collapsable hiking sticks. REI can be a good place to look for shoes, socks, sticks, etc. But there's no need to over-buy or over-pack. Everything we bring fits in one carry on and a small back pack.

Try to make your reservations at least 10 months ahead, maybe a year ahead for Lake Braies.

Hot off the Press - Frozen Retiree Travel Accounts.

There have been reports that some retired pilots have had their pass travel account frozen because of alleged lack of payment of their imputed-income taxes.

Yesterday the Employee Travel Center posted this notice:

"Just a heads-up. ETC has pulled a report of all retirees with suspended travel. We are going to go through all to determine if the suspension is due to outstanding charges. We will then check to see if the charges have been paid, and if they have, we will be removing the suspension. I apologize that some people's travel was not turned back on in a timely manner after payment, which is why we've decided to perform this manual audit."

If this applies to you, please know ETC is now on it."

Please call ETC if you have paid all outstanding charges yet your travel benefits are still frozen.

Pat

Lockdown Travel "Humor"



A Look back

- A Blast from the past -
 Do you want read earlier copies of
 the *RUPANEWS* ?
 Check our on-line Archives.
 Issues back to Feb 1999
www.rupa.org/rupa-news

Letters to the Editor

rupaeditor@rupa.org

Photos!

We love photos!

Include Photos!

Would you like to receive the *RUPANEWS* by email?

If so, please send an email to our Secretary-Treasurer at:

rupasectr@rupa.org

Enjoy the color edition.

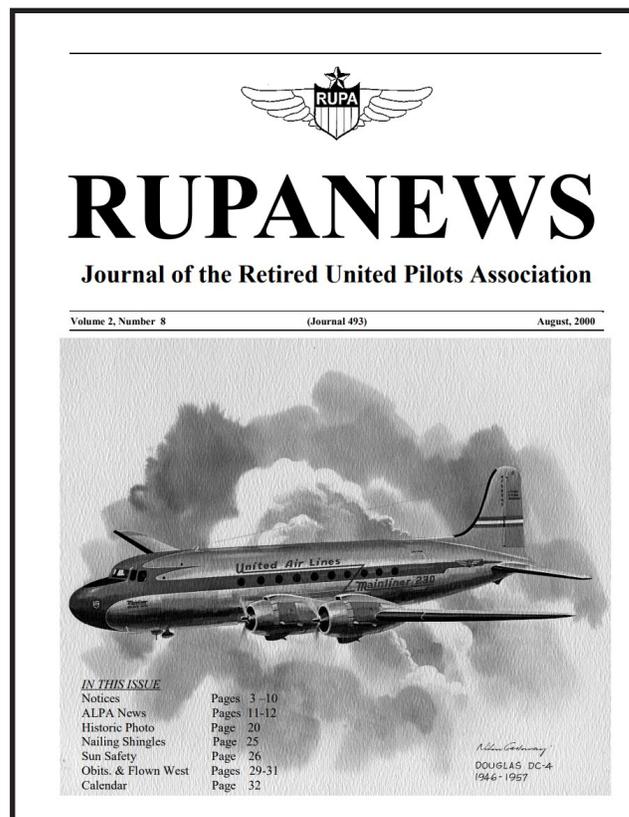


And, you can just click on the pictures below to see the issues

10 years ago - Aug 2010



20 years ago - Aug 2000



NOTAMS

NOTAM # 2020.08.15 Larry Whyman

Annual **GUPPY GATHERING** Is Down For Maintenance. No ETRS. Stand by. *



* Cancelled for 2020. To be rescheduled.

One of the Trusted

*You are at cruising altitude. The westering sun is pink on the disc. Your eyes flick the gauges. The Engines are contented.
Another day, another dollar.*

*You look down at your hands on the wheel. They are veined and hard and brown. Tonight you notice they look a little old.
and, by George, they are old. But how can this be? Only yesterday you were in flying school. Time is a thief! You have
been robbed, and what have you got to show for it? A pilot ...twenty years a pilot ...a senior pilot. But what of it? Just a pilot.*

The voice of the flight attendant breaks in on your reverie. The trip is running full; can they begin serving dinner to the Passengers?

*The passengers ...oh yes, the passengers. You noticed the line of them coming aboard; the businessmen, the young mothers
with their children in tow, the old couples, the two priests, the four soldiers. A thousand times you have watched them file aboard,
and a thousand times disembark. They always seem a little happier after the landing than before the take-off. Beyond doubt,
they are always somewhat apprehensive aloft. But why do they keep coming up here in the dark sky despite their fears?
You have often wondered about that.*

You look down at your hands again and suddenly it comes to you.

*They come because they trust you ...you, the pilot. They
turn over their lives and their loved ones and their
hopes and their dreams to you for safekeeping.*

To be a pilot means to be one of the trusted.

*They pray in the storm that you are skillful
and strong and wise. To be a pilot is to hold
Life in your hands, to be worthy of faith.*

*No, you have not been robbed. You aren't "just
a pilot." There is no such thing as "just a pilot".
Your job is a trust. The years have been a trust.*

You have been One of the Trusted.

Who could be more?

GILL ROB WILSON



Photo submitted by Larry Whyman



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

Fairchild C-82A Packet United's Flying Mail Car



One of the most unusual aircraft to fly United's colors was a converted military cargo/troop carrier design, the Fairchild C-82A Packet. On October 1, 1947 a specially equipped Packet inaugurated in-flight mail sorting over the original coast-to-coast air mail route from New York to San Francisco. Touching down at 23 cities along the way, it carried three postal clerks who sorted a couple tons of mail and imprinted each with a special cachet commemorating the maiden flight.



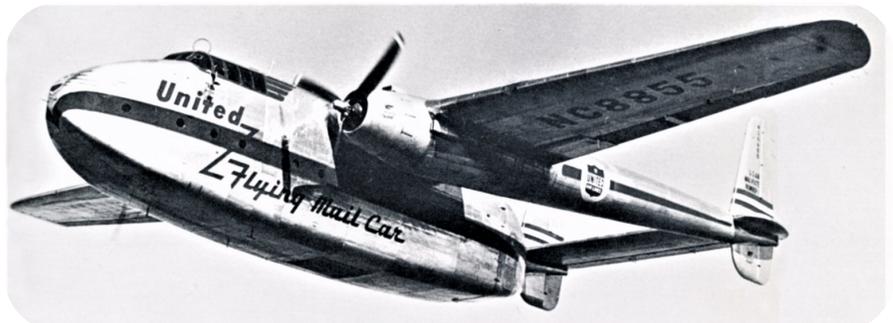
UAL C-82 Packet - Flying Mail Car



Sorting the mail enroute



Cachet art sketch for Flying Mail Car Route AM#1



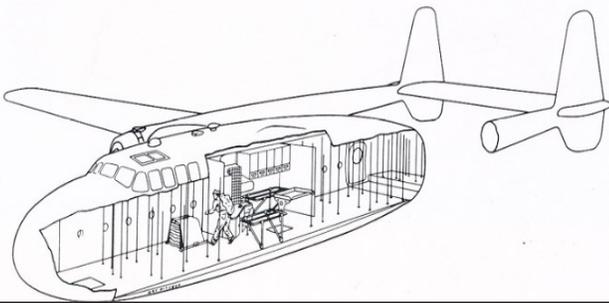
C-82A - Registration NC8855

By Marvin Berryman DENTK Retired. - We are again 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. Visit our website at www.UAHF.com

Editor's Note: The letter below is from United's William Speicher (UAL 1967-1995) to an *Executive Air Traveler*. I don't know if the letter was generated by a pax request to United or if United had a marketing promotion going on. In any case, the last paragraph states the C-82's final disposition was not recorded. But the question remains, what did happen to the C-82 that was in United's inventory for less than two weeks? Curious *Editor GeorgeE* looked into it.

Flying mail car

Following World War II the U.S. domestic air mail rate was reduced from 8¢ to 5¢. Desiring to publicize the new rate and anticipating heavy air mail volume, postal officials arranged to have TWA, American and United Airlines test the feasibility of sorting mail in flight. Accordingly, on Tuesday, October 1, 1946, the first day of the new rate, United made its test, using a converted army Fairchild "Packet" cargo plane on an all-mail flight from New York (La Guardia) to San Francisco. The Packet's huge cargo hold was transformed into a mail processing station and three P.O. superintendents were aboard to sort the mail. Powered by two Pratt & Whitney 2,100 hp engines, the all-mail plane could carry an 18,000 pound payload. TWA made its all-mail flights on September 25 and 26, using a converted DC-4 airliner.



Dear Executive Air Traveler:

One of the most unusual aircraft to fly United's colors was a converted military cargo/troop carrier design, the Fairchild C-82 Packet.

On October 1, 1947, a specially equipped Packet inaugurated in-flight mail sorting over the original coast-to-coast air mail route from New York to San Francisco. Touching down at 23 cities along the way, it carried three postal clerks who sorted a couple tons of mail and imprinted each with a special cachet commemorating the maiden flight of the big "Mailiner"

As was the case with a number of early planes belonging to Boeing Air Transport, National Air Transport, Varney Air Lines and Pacific Air Transport, the disposition of the Mailiner Packet was not recorded. We presume it was returned to Fairchild, and then turned over to the U.S. Air Force.

Cordially,

William C. Speicher
Group Vice President
Marketing

WS/fm
Enclosures

Armed with the aircraft registration from the photo, I found several results for NC8855. An excerpt from a 2017 book by Simon D. Beck, *Fairchild C-82 Packet: The Military and Civil History*, yields:

27 Sep 46 - Aircraft leased to United with temporary registration NC8855.

8 Oct 46 - Returned to the UAAAF.

12 Dec 46 - Temporary registration cancelled.

Between 8 Oct 46 and 3 Aug 50 it in served several locations including Bergstrom AFB, TX; Pope Field, NC; Smyrna AFB, TN (Later Sewart AFB); Robbins AFB, GA; and Larson AFB, WA. On 3 Aug 50 it did an emergency landing at Cheyenne Municipal Airport, bent some metal and went to scrap heap.

Other references:

Warbirds Resource Group:

<http://www.warbirdregistry.org/c82packet/c82packet-4423016.html>

Smithsonian National Postal Museum Link:

https://postalmuseum.si.edu/object/npm_2002.2027.22

Digital Collections Library: C-82 at Boeing Field, WA:

<https://digitalcollections.lib.washington.edu/digital/iiif/iiif/iimsmohai/5776/full/full/0/default.jpg>

Museum of History & Industry:

<https://digitalcollections.lib.washington.edu/digital/collection/iimsmohai/id/5776/>

Were any of our
members associated
with the C-82
program?
Email the editor
rupaeditor@rupa.org

LUNCHEONS

Dana Point

Hope all is well and everyone is safe!

Southern California RUPA (Dana Point subchapter) spreads wings and jumps out of the nest (quarantine) once again!

Tuesday July 07, 2020 will remain in infamy, when 4 of the bravest UA retirees gathered at a dive biker bar known as the Cook's Corner.

No, we didn't ride our Hogs, wearing bottomless chaps, but instead our European imports and EV's, not to be mistaken for the Mongols motorcycle gang!

I guess the intel got out and we found the place closed. Nearest spot we could find to dine outside was a few miles away at Bagels and Brew, offering pilot / Sr. discounts.

As usual with confused pilots, topics discussed were cheap wine and promiscuous ladies in senior living!

We almost solved the pandemic problems as well, but had to adjourn before our kitchen passes would have expired.

Ross "Rusty" Aimer



Posing for the photo shoot from the right:

Corey Ferguson (JSX ERJ Capt. home on 50% pay,)

Brian Kenney (Phenom Capt. unemployed,)

Robert "Boomer Knutzen, (G-V/550 Capt. unemployed)

and freelance scribe and also unemployed Phenom driver, Ross "Rusty" Aimer

The Big Island Stargazers

The Big Island Stargazers are back in action with our June meeting! Four months had passed since we last saw each other so talk story was lively as we caught up with everyone's activities while sheltering at home.

Many travel plans were canceled, but we felt fortunate to live in a location that has experienced few cases of the Coronavirus. We all agreed the time passed by quickly...too quickly for several members who never found a convenient moment to clean out their garages.

Lex Pinson was sporting a new ponytail and won the "COVID-19 Hair Style Award". Bets were taken to see if he would still have it next month.

Missing the camaraderie was **David Carlson**, a National Committee Officer of the American Legion, who had previously committed to a convention for the organization.

Don Diedrick and **Jim Wilder** hope to join us at a future meeting. Stay healthy!

A hui hou kākou,

Linda Morley-Wells



Photo Caption L to R: Al & Linde Rimkus, Lex & Ebby Pinson, Beth Raphael, Richard & Gigi Morley, Joan & Gerry Baldwin, Linda Morley-Wells & Walt Wells

If you are not viewing these photos in color then you need the digital version.

Email rupasectr@rupa.org and ask to be added to the email version list.

Florida First Coasters

We had a great showing of ONE at our July Luncheon. We are just trying to make the best of things here in Ponte Vedra.

Reservations for dining at the finest restaurant in the area was just the beginning. All who were invited showed on time, as one would expect, since **Jim Peterson** was selected as our guest speaker.

After complying with ten foot spacing protocol, the festivities began with hearty conversation centering on the well-known, superb flying skills of **Captain Peterson**. The stories of his aviation expertise were without comparison and kept us all enthralled until our food arrived. And what food it was.

Hormel outdid themselves. Then, to top it off we had a special treat when Captain **Peterson** covered all attendees lunches and cocktails. What a gentleman.

It will be impossible to match this event ever again. However, we are looking forward to everyone's presence for our AUGUST? gathering.

Here's Hoping . . .

Jim

***Editor's Best Luncheon
Outfit Award***



Denver Good Ol' Pilots.

We haven't reported for a while since we haven't been conducting our monthly meetings and had no other news to report.

Our lunch venue has reopened with some restrictions. We sent out a message informing our group and requesting their ideas about resuming monthly meetings. There was a good response with near 100% reporting they are not ready to attend meetings yet. The reasons given were well thought out mostly along the same theme of our members being in an age bracket which has been reported to be at high risk of serious complications if one should happen to contract the virus.

Recently two members flew west, **Casey Walker** and **Al Ogden**. Both were well respected by those who knew and worked with them. They will be missed.

Casey's obituary can be found by searching Hefelbower Funeral Services and type in Casey Walker in the obituaries section.

Al Ogden's obituary can be found by searching Drinkwine Family Mortuaries and search Alan Ogden under obituaries.

Tom

Ham Wilson South Florida Gold Coast

July Luncheon July 9, 2020

I attend a number of activities around town with all the precautions that are necessary and it's obvious that attendance is down because of different people have different needs and fears about the virus and I'm sure many people will not come back until their own personal needs are met. My own church survey revealed many reasons from many people for this.

Some people probably will not come back until there's a vaccine that's readily available and that could be a very long wait. Others don't like surges even though the surges are not happening in restaurants and on airplanes. They are happening where people don't clean up and take the precautions and conduct there are activities without taking the same precautions. so it's hard to say when life OK come back to normal and for many it will never happen.

So there was not any difficulty with seating and **Gene Anderson** and myself had a great time at lunch and told stories about everybody and most of you came out fine. We agreed that we hope to see some of you in the future and that not only ourselves but the restaurant required social distancing and you can tell Gene and I were clearly social distancing. In fact we are the only two people in and half of the restaurant in the back as Thursday is often a quiet day and we do a hold our lunch is at 11:30 am which is a little bit early for some people.

The August lunch is scheduled for the second Thursday which tends to be August 13 according to the calendar and I hope to see more of you as we start to get into our cooler time of year.

Jim Morehead



Jim Morehead (L) Gene Anderson (R)
July 2020 Luncheon



Gene Anderson
B737-200 Capt. Upgrade - Early 1990s
Instructor: *Editor George E*



There I Was . . . But Don't Do me Any Favors

By Gerry Baldwin

Late one winter's afternoon I was a DC-10 second officer sitting in Philadelphia awaiting departure for Chicago. The agent was in the cockpit doorway sweating bullets. We were ready to depart but holding on the ground due to a blizzard at Ohare. The agent was near apoplexy; so, I asked him why. He said that if we did not get clearance to depart within a few more minutes, he would have to get all the passengers off the airplane.

We were a through flight destined for Los Angeles. I asked the agent how many of our passengers were going to LA. He responded, "Eighty percent." We had already taken on excess fuel in anticipation of holding over Chicago. I suggested that we put on a little more and overfly Chicago going directly to LAX. We would, thereby, have the airplane, the crew, and eighty percent of the passengers where the company wanted us and on time at that. He said that was a great idea; and he would go call system control.

I said, "Wait, I will call them on the radio from here." I contacted our dispatcher who agreed that that was a fabulous idea. He told me he would call right back after checking with the control center. When he got back to me, he said, "They told me to tell you to fly the airplane; and they would make the decisions." We sat a little longer; the agent got all the people off the airplane, put some of them on an American Airlines LAX non-stop, and sent the rest to a hotel. My crew also went to a hotel.

The next morning, we ferried the airplane, empty, to Ohare which by that time was clear skies, parked at the service center, and took a van to flight operations. No sooner did we arrive than a flight manager jumped us and said, "Call the crew desk, they are anxious to hear from you." As the junior crewman, I got the job of telephoning crew scheduling. No sooner did they answer than they said, "We have a reassignment for you." I responded, "I already have my reassignment." (I was assigned to ferry to Ohare and deadhead home to Seattle.)

They said, "Oh, we can reassign you a second time." I said, "That's right, one act of God, one reassignment: two acts of God, two reassignments. Show me the second snowstorm." Normally, I would have been most accommodating; but the events of the previous day had rubbed me the wrong way. I went home.

Gerry

More Lockdown Travel "Humor"



There I Was . . . But It Just Didn't Feel Right

By Abbas Reza - Artwork by Mike Ray

On a clear VFR day in SFO we were to fly a B767 to ORD. As we took runway 28L for takeoff, I noticed a large flock of birds fly from the left and land between 28L and 28R. I mentioned it to the tower. The tower acknowledged then cleared us for takeoff.

As I started the takeoff roll, I saw that the birds were still on the ground. They were not small birds, probably about the size of a crow. Just as we were about to rotate, the birds took off and started flying across my flightpath. At about 50 feet or less after takeoff, we heard several thumps that sounded like a machine gun. We obviously hit a number of the birds.

We let ATC know, climbed up to 3000' and started to evaluate the airplane. All systems looked good. No engine vibrations, all engine instruments indications were normal. The FO mentions that everything looks normal and we could continue as per our SOP. However, something didn't feel right to me. After over 25 years at UA and having over 7000 hours in B757/767 I knew what feels right. The airspeed and body angle just didn't feel right to me. I decided that we should declare an emergency and return to SFO.

We were vectored around to a left downwind for 28L. As we turned base, the Autopilot disengaged so I took over manually. I had decided to add a few knots for our target landing speed. When turning final, the Autothrottle disengaged, no problem, I again took over manual control. I could not figure out why both the Autopilot and Autothrottle disengaged.

We landed uneventfully and taxied to the gate. On post flight, we noticed that a bird had hit the AOA probe and was stuck to it. That caused erroneous inputs to the Air Data Computer providing bad information for the Autopilot and the Autothrottle. We would have had a hard time flying to ORD and possibly unreliable Airspeed enroute.

One should always rely on experience and err on the side of caution and safety.

Abbas

Capt. UAL

(Retired).

CALL THE TOWER AND TELL
'EM WE WANNA COME BACK!



Mike Ray



There I Was . . . Getting my '64 Vette Hardtop to MIA on an EAL 747

By Bob Engelman

Here's a little personal trivia about Eastern's 747s.

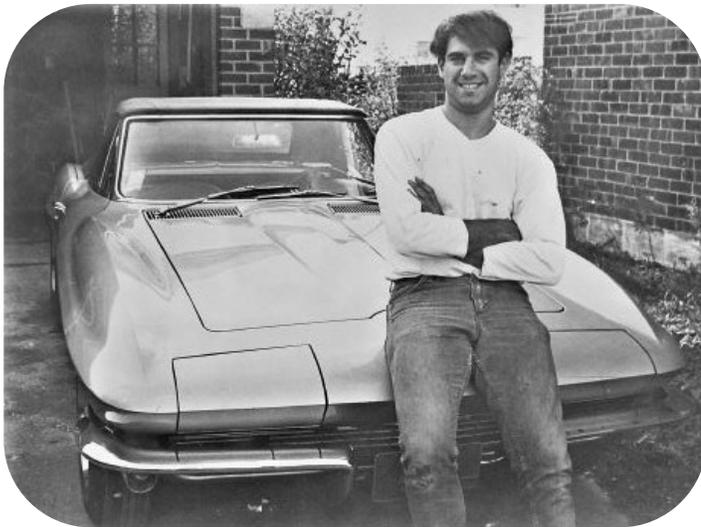
When I was a crew scheduler at Eastern, at JFK, in 1970-72, Eastern ordered a handful of them, which were promptly leased to Pan Am, since EAL didn't have international routes. They leased three back until they got more L-1011s, and flew them JFK-MIA-ORD and back, and JFK-SJU-JFK. Filled them up too. I passrode on one to SJU and it was jammed.

I had sold my 1966 Corvette to an Eastern pilot. Big mistake on my part, but it was getting pretty beat up parking in Queens. I still had the bolt-on hardtop from the red '64 I had owned, which had been stolen. I posted an ad for something like \$100 on the JFK bulletin board, and I soon got a call from the MIA chief pilot's secretary. Her husband had a Corvette and wanted the hardtop. In MIA.

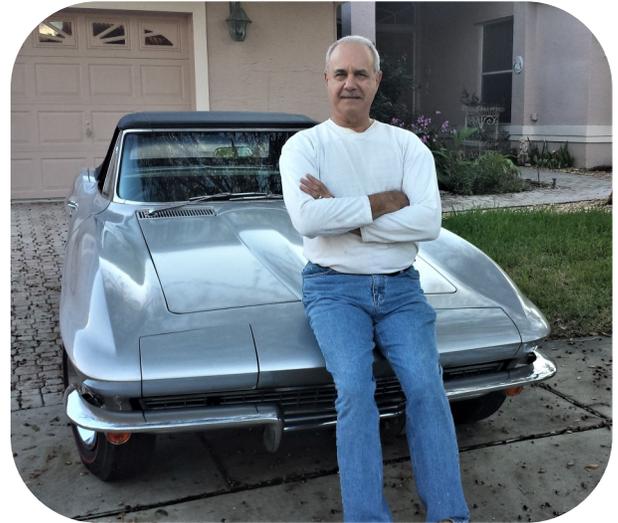
I asked the lead instructor pilot for the 747 operation if he could help. He said sure, and had me drive over to the Pan Am terminal, where they were doing trial runs of the 747, had me drive right out on the ramp and next to the forward cargo door. Someone helped me carry it off the car and onto a belt loader and into cargo it went. That's the way it was to work for Eastern in those days.

Luckily, I soon bought a 1967 Corvette roadster, and I still have it.

Bob



My '67 'Vette - 1971



Same '67 'Vette, same me - 2016

0- 60 mph 'Vette vs. Jet. Which one?

Here are some car vs. jet links. If you're reading the electronic version then simply click the link.

Email here to sign up: rupasectr@rupa.org

ZR1 Vette vs. F-18:

https://www.youtube.com/watch?v=6muw6pqzk_c

McLaren vs. F-35:

<https://www.youtube.com/watch?v=ROOeGPrC1Do>

Bugatti vs. Eurofighter

<https://www.youtube.com/watch?v=7NZ9X9A2efA>

Dodge Challenger SRT Hellcat vs. F-16

<https://www.youtube.com/watch?v=ewRYQkAqVZg>



USAF days. My two rides:
The Engeljet and Engelvet - 1973

ARTICLES

United, pilots reach tentative furlough deal

By David Roeder / Chicago Sun Times

The agreement would encourage volunteers to quit flying, reducing the number of forced job losses.



United Airlines and the union representing its pilots have reached a tentative agreement governing furloughs, leaves of absence and early retirements, both sides said Friday.

The agreement is designed to reduce the number of forced job losses, said Capt. Todd Insler, chairman of the United bargaining unit at the Air Line Pilots Association International.

The Chicago-based airline said Wednesday that up to 36,000 employees may be furloughed, including up to 2,250 pilots.

Insler said the bargaining unit's board will consider the agreement next week. Spokesmen for the union and United said they would not discuss details until it is approved.

"These programs are designed to find as many volunteers as possible interested in stepping back from active flying," Insler said in a letter to fellow pilots Thursday night.

The pilots getting the furlough notices represent about 17% of the union's membership at United.

"Unfortunately, this may not be the full extent of the furloughs, and we must be prepared for more based on the company's plan to be 30% smaller next summer," Insler wrote. "ALPA is doing everything we can do to support our fellow pilots, and we look forward to final agreements on these voluntary programs which will mitigate pilot furloughs."

With most flights grounded and travelers homebound and often fearful of taking a plane because of the coronavirus, United laid out plans to downsize its operations. The 36,000 employees getting 60-day notices of potential furloughs represent 45% of its workforce.

It's possible that not all of the employees will lose their jobs. United said it is discussing with other unions possible agreements for voluntary departures.

In calling United's announcement a "gut punch," Sara Nelson, head of the Association of Flight Attendants-CWA, nevertheless added United's plans "are also the most honest assessment we've seen on the state of the industry."

Aviation unions are calling on Congress to extend aid for the airline industry into early 2021. Relief under the CARES Act bars airlines from furloughing workers through Sept. 30. United has said its cuts will start Oct. 1.

<https://chicago.suntimes.com/business/2020/7/10/21320265/united-airlines-pilots-furloughs-layoffs#:~:text=Todd%20Insler%2C%20chairman%20of%20the,consider%20the%20agreement%20next%20week>

Recently retired and new RUPA Member Captain Jean Michel Fernand set up a LinkedIn group to help furloughed pilots network.

Young United Pilots Group

<https://www.linkedin.com/groups/12429025/>

United Could Furlough 36,000 Workers as Virus Cases Soar

By Niraj Chokshi / The New York Times



The airline warned workers that they could lose their jobs because demand for travel remains weak and appears to be falling again as infections rise.

United Airlines told pilots, flight attendants and other workers that it could furlough 40 percent of its staff members this fall because of weak demand during the pandemic.

United Airlines said on Wednesday that it could furlough as many as 36,000 employees, or nearly 40 percent of its global work force, this fall if travel remained weak and more workers did not accept concessions like reduced hours or buyout and early retirement packages.

The furloughs, detailed in a memo sent to staff members, would be part of what were expected to be deep, industrywide cuts starting Oct. 1, when a \$25 billion federal stimulus program for passenger airlines ends. That aid, intended to help cover payroll expenses, came with restrictions against substantial staffing cuts through Sept. 30.

<https://www.nytimes.com/2020/07/08/business/united-airlines-furlough-36000.html>

The Next 10 Years: What To Look For In US Aviation

By Jay Singh / Simple Flying



The United States is one of the largest domestic aviation markets in the world. With three leading international carriers, a massive domestic carrier, and a plethora of regional and low-cost airlines, there is so much potential in this market. The next ten years are going to see a significant change in aviation. Here is what to look for.

The growth of secondary airports

Below is a list of the most expansive US airports by passengers served and destinations reached:

| | |
|-----------------------------|----------------------|
| Boston (BOS) | Minneapolis (MSP) |
| New York City (JFK and EWR) | Dallas (DFW) |
| Washington (IAD) | Houston (IAH) |
| Philadelphia (PHL) | Denver (DEN) |
| Atlanta (ATL) | Seattle (SEA) |
| Charlotte (CLT) | San Francisco (SFO) |
| Miami (MIA) | Los Angeles (LAX) |
| Detroit (DTW) | Phoenix (PHX) |
| Chicago (ORD) | Salt Lake City (SLC) |

While there are other airports like Orlando, Las Vegas, and Fort Lauderdale, these airports do not see the same kind of hub status from a US airline with expansive connections and international flights, though there are some.

Based on preliminary data from the FAA on 2019 enplanements viewed by Simple Flying, below are some of the fastest-growing airports in the United States based on changes from 2018 to 2019 for airports seeing over five million of passengers per year:

| |
|---|
| Nashville Int'l [BNA] (11.45%) |
| Raleigh-Durham Int'l [RDU] (10.57%) |
| Austin-Bergstrom Int'l [AUS] (10.28%) |
| Southwest Florida Int'l [RSW] (9.60%) |
| San Jose Norman Y. Mineta [SJC] (9.32%) |
| Dallas Love Field [DAL] (0.86%) |

Continued ...



St. Louis Lambert Int'l [STL] (1.68%)
San Antonio Int'l [SAT] (3.69%)
New Orleans Louis Armstrong Int'l [MSY] (4.44%)
Sacramento Int'l [SMF] (9.26%)

Tight competition

These ten airports mentioned above, especially the top eight, are the ones to look out for in the future. Some of these airports, such as Nashville, are busily expanding to bring on new domestic and international services. As domestic hubs become more congested, airlines will need to look to these fast-growing airports (and their adjoining cities) for passengers. Already, there is a big battle playing out for Austin-Bergstrom between American and Delta.

American Airlines has taken a much more aggressive stance with adding capacity and laying on flights. Watch to see if AA's team decides to continue to build up new routes out of non-hub cities.

More technology on the ground and in the air

Delta is still likely to move forward to make WiFi free for all passengers. Meanwhile, other airlines will continue to increase WiFi connectivity and make it easier for business travelers to get connected onboard. American Airlines has started rolling out a new inflight WiFi portal for repeat customers to access inflight WiFi easily.

Touchless check-in processes are also on the rise. Airlines have already started to offer mobile boarding passes, self-serve baggage stations, and more to make the check-in process more efficient. Biometric boarding could also be another winner.

Health-wise, expect additional technological advancements that make cleaning an aircraft and keeping passengers safe easier and quicker. Things like electrostatic spraying and using ultraviolet light technology could soon help sanitize an aircraft and airport areas quicker than any other previously known technology.

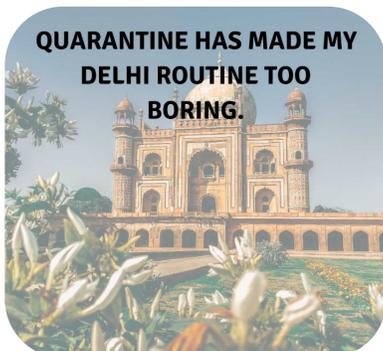
Are mergers on the horizon?

Usually, after crises, the airline industry has worked to merge and reduce competition. While the market has mostly consolidated, there are still opportunities for mergers. It is unlikely that American, Delta, and United will look to merge. Additionally, antitrust activists and government agencies may find that to be against the public interest.

There is room for consolidation on the regional level between carriers that operate on behalf of major airlines. But, one other spot for consolidation would be low-cost carriers and secondary airlines in the United States. This would be especially true between airlines with complementary route networks where one is in a stronger financial position compared to the other.

United Airlines to open bookings for Newark-Delhi

United Airlines will open its counters on July 17, for booking on its flights from Delhi to Newark. Sources from the industry said the airline will start selling the tickets from Friday night. "The airline will start selling for flights starting from July 23 to July 28," a senior executive said.



The executive added that the airline is in the process of getting approvals for flights in August. The tickets, he added, will be available on the airline's site and its travel partners.

The development comes a day after Civil Aviation Minister Hardeep Singh Puri said United has got approval to operate 18 flights. While Puri had mentioned that these flights will be between Delhi-Newark and Delhi-San Francisco, the bookings will right now open for the first route.

United Airlines named top company for disability inclusion

United Airlines was recognized for the fifth consecutive year as a top-scoring company and best place to work for disability inclusion with a perfect score of 100 on the 2020 Disability Equality Index (DEI). The 2020 DEI measured United's inclusion criteria including: culture & leadership; enterprise-wide access; employment practices; community engagement and supplier diversity.



“United is committed to creating an inclusive workforce that engages and advocates for people with disabilities,” said Jessica Kimbrough, United’s Chief Diversity, Equity and Inclusion Officer. “We’re proud of our leading diversity and inclusion initiatives and will continue to do our part to ensure that our company is as diverse as the communities we serve.”

This recognition highlights United’s efforts to build a more inclusive workplace and travel experience for all people, through actions including:

Developing products and services that specifically cater to those with disabilities: Last year, United debuted the world’s most extensive suite of accessibility features on its seatback entertainment system, which accommodates any level of vision, as well as provides support for customers with hearing and mobility issues.

Implementing employee training: United’s Accessible Travel Advisory Board is comprised of a group of experts living with disabilities, who meet regularly to review the airline’s policies and procedures for passengers with disabilities. They also travel throughout United’s system hosting learning sessions and providing accessibility training to employees, vendors and airport partners.

Expanding Business Resource Groups: United has six Business Resource Groups (BRGs) that include 26 chapters, more than 16,000 members worldwide and more than 150 voluntary BRG leaders, to ensure all people have a seat at the table with their voice heard. Bridge, United’s BRG for employees with disabilities and allies, works to create awareness around the experience of having a visible or hidden disability and to provide education and support for internal departments focused on hiring, developing and retaining talent. Bridge also advises and counsels company leaders on the impact specific policies and practices may have on employees and customers within the people with disabilities community.

Collaboration with partner organizations: United works with partner organizations to engage people from all backgrounds to build a more diverse aviation industry. United has a long-standing relationship with Special Olympics to provide workplace experiences for those with intellectual disabilities, as well to implement employee training scenarios to make traveling a positive experience for these individuals.

Supplier Diversity: United continues to engage disability-owned and service-disabled, veteran-owned businesses in our procurement outreach process and supports certification of these businesses in partnership with DisabilityIN.

Employing anti-discrimination policies: United is an equal opportunity employer committed to providing its employees with a non-discriminatory work environment that promotes open and honest communication and embraces dignity, respect and diversity in all aspects of its business operations.

Through United’s diversity and inclusion initiatives, the airline demonstrates its commitment to engaging with and advocating for workplace diversity including the LGBT community, people from multicultural backgrounds, women, veterans and people with disabilities. Alongside partner organizations, customers and employees, United will continue working to build the world’s most inclusive and accessible airline.

How United Airlines workers at IAH processed 2.2 million pounds of food for Houston Food Bank

By Emma Balter / Houston Chronical



Mark Zessin is better known at George Bush Intercontinental Airport as the director of baggage handling systems for United Airlines. “I make sure bags that are checked get on airplanes,” he said.

But during the pandemic, he supervised a completely different line of duty. In just under three months, he and 1,200 of his United co-workers processed 2.2 million pounds of food for the Houston Food Bank through a pop-up distribution center at the airport.

The food bank is a longtime partner of the airline’s, so when the novel coronavirus crept up in March, Zessin asked the team what they needed. They had plenty of food, thanks to generous donors, but lacked enough space to process it all, and the number of volunteers had dropped because of the outbreak. Simultaneously, people around the city were losing jobs and in need of food.

Zessin realized he had both space and people.

United’s daily flight schedule from Bush fell from more than 500 flights to about 150, Zessin said. This meant employees were working fewer hours. It also meant they weren’t moving as much cargo and had extra facility space. When Zessin put out the call for volunteers, he got a great response.

“Of all the things I’ve done at United, this is the most rewarding,” said Zessin.

On April 8, the operation started. The volunteers took over four of United’s eight cargo bases, where trucks typically unload goods to be shipped by air. About 40 people per shift — all masked and taking proper social distancing and sanitization precautions — worked three production lines.

The food bank delivered canned goods and produce to the airport. The volunteers unpacked then repackaged them into boxes and bags ready to distribute to families, loading them back onto pallets for the food bank team to pick up.

“We tried to make it a fun environment for people, we had the radio playing,” said Zessin, who thinks setting that vibe made people want to come back and commit to regular volunteering shifts.

In total, they logged more than 18,500 volunteer hours. For the first couple weeks, they did this every day, then scaled back to Monday through Friday. The company set up an online sign-up system. There was a representative from the food bank there every day to guide the process. And Zessin had several supervisors help him coordinate every day.

He thinks people have gained crucial leadership skills through this effort. He has also learned a lot himself, about flexibility, adaptability and, most importantly, communication.

“It has to be a conversation, it can’t really be a one-way thing,” he says of dealing with day-to-day issues with his teammates. “Creating that culture is critical.”

The program ended on June 25. A week before, the United volunteers reached the 2 million pound mark. Zessin said he wanted to stop before the July 4 holiday and give everyone a breather. He hopes to work on another coordinated effort to help the Houston Food Bank in the near future but is unsure what form it will take yet.

NTSB: Inspection mistakes caused 2018 airline engine failure

By Associated Press / Thursday, July 2, 2020

HONOLULU — Investigators say inspections of a fan blade that broke off during a United Airlines flight in 2018, triggering an engine failure and emergency landing, had failed to spot signs that the blade was weak.



The National Transportation Safety Board says engine maker Pratt & Whitney did not provide a formal program for training its inspectors who examined the fan blades.

The incident happened as the Boeing 777 from San Francisco cruised toward Honolulu. The crew heard a loud bang and felt the plane shake. The pilots were able to land safely, and none of the 374 passengers and crew were injured, although parts of the engine housing were blown off, according to the NTSB.

The safety board said the blade that snapped off had shown signs of metal wear and tear in previous examinations in 2010 and 2015, but Pratt & Whitney inspectors believed it was just a paint imperfection.

Investigators said Pratt & Whitney had developed a new inspection process in 2005, using thermal sensors to inspect fan blades on its PW4000 engines. Because the company classified the process as a new and emerging technology — and didn't change that description over 13 years — it did not have to develop a formal training program for training and certifying inspectors.

In an emailed statement, Pratt & Whitney said they supported the NTSB investigation and have taken corrective actions in response to the event.

As a result of the United flight, the Federal Aviation Administration in March 2019 ordered inspections of fan blades on all PW4000 engines.

It is rare for a fan blade to break in flight, but there have been several such incidents in recent years. One, involving a CFM International engine on a Southwest Airlines Boeing 737, triggered an engine failure that sent shrapnel crashing into the plane, killing a passenger on a 2018 flight.

United Airlines restarts automatic upgrades to first class

ThePointsGuy.com

When the coronavirus pandemic landed stateside, airlines immediately responded by modifying many aspects of the travel journey. In an effort to create a safer environment onboard, some carriers introduced social distancing policies, modified boarding procedures and limited inflight service.

As airlines embark on the long road to recovery, some have begun scaling back these changes. Each airline is going at its own pace, but United has some good news for its Premier elite members: As of July 8, all Complimentary Premier Upgrades (CPUs) will once again be processed automatically.

At the outset of the pandemic, United temporarily stopped processing automatic upgrades. Eligible customers would be notified at the gate if they cleared into first and elites could voluntarily turn down the upgrade if they preferred to remain in economy class (possibly with more space).

<https://thepointsguy.com/news/united-restarts-automatic-upgrades/>

At Least 150 Pakistan Pilots Have Fake Licenses

By Munir Ahmed / Associated Press

Pakistan's state-run airline said Thursday it will ground 150 pilots, accusing them of obtaining licenses by having others take exams for them, an accusation that followed a probe into last month's crash that killed 97 people in Karachi.

Abdullah Hafeez, a spokesman for Pakistan International Airlines, did not give additional details about the alleged cheating but said a process to fire the pilots had been initiated.

"We will make it sure that such unqualified pilots never fly aircraft again," he told The Associated Press. He said the safety of passengers was the airline's top priority.

Alarmed over the situation, the International Air Transport Association said it was following reports from Pakistan "regarding fake pilot licenses, which are concerning and represent a serious lapse in the licensing and safety oversight by the aviation regulator."

The global airline organization said it was seeking more information.

The move by PIA to ground the pilots comes a day after the country's aviation minister, Ghulam Sarqar Khan, said 262 out of 860 Pakistani pilots had "fake" licenses. He made the revelation while presenting preliminary findings of a probe to parliament into the May 22 Airbus A320 crash.

The announcement stunned lawmakers present in the National Assembly and shocked family members of passengers who died last month when Flight PK8303 went down after departing from the eastern city of Lahore, crashing in a congested residential area in Karachi. The crash killed 97 people, including all the crew members. There were only two survivors on board and a girl died on the ground.

Neither Khan nor Hafeez released additional details about the alleged methods used by the pilots to wrongfully obtain licenses to fly commercial planes. Khan said only that they did not take examinations themselves to get the required certificates, which are issued by the civil aviation authority.

But officials familiar with the process involved in issuing pilot's licenses said an unspecified number of people who had the skills to fly a plane but lacked technical knowledge had in the past bribed qualified persons to take exams for them. They didn't elaborate.

The officials, who spoke on condition of anonymity because they were not authorized to discuss the matter, said Pakistan International Airlines learned about the scandal two years ago and fired at least four pilots at the time on accusations of falsifying exams to obtain a license from the civil aviation authority.

Hafeez said notices were being issued to all those pilots who he believed had tainted licenses.

Shortly after the May 22 crash, Pakistan announced it would investigate the incident and share its findings.

In presenting preliminary findings of the probe to parliament Wednesday, Khan said the pilot, before making his first failed landing attempt, did not pay attention to warnings from the air control tower when he was told the plane was too high to land. However, he said the pilot and co-pilot were medically fit and qualified to fly.

The crash took place when the plane attempted to land a second time. At that point, air traffic control told the pilot three times that the plane was too low to land but he refused to listen, saying he would manage, Khan said. The minister added that, for its part, air traffic control did not inform the pilots about damage caused to the engines after the plane's first failed landing attempt.

"The engines of the plane were damaged when they scraped the runway but the air traffic control did not inform the pilot," he said.

Pakistan aviation authority suspends 15 more pilots for possessing fake licenses

TheHindu.com

The licenses of 28 other pilots have already been cancelled

Pakistan's aviation authority has suspended 15 more pilots for possessing dubious licenses, taking the number of those taken off duty for flying with fake credentials in the country to 93, according to a media report on Saturday.

They were suspended by the Aviation Division on Friday.

They are among the 262 pilots, who were grounded and put under investigation by the Aviation Ministry last month, for possessing suspicious licenses, according to the *Dawn* newspaper.

The licenses of 28 other pilots have already been cancelled.

Abdul Sattar Khokhar, Spokesman for the Aviation Division, said a total of 262 pilots were identified as possessing fake licences by the Board of Inquiry and grounded immediately after identification on the instructions of the government.

He said out of these 262 pilots, the federal Cabinet had approved cancellation of the licences of 28.

These 28 pilots will not be able to undertake any flying duty and their licenses have been cancelled after proper legal procedures under which the pilots were given an opportunity of hearing.

The matter was twice deliberated by the Cabinet before the decision.

The process of verification of licences of 93 pilots has been initiated, while the investigation of the remaining 141 cases is expected to be completed within one week.

Mr. Khokhar, who is also the senior joint secretary, said the entire process of scrutiny and validation followed by necessary disciplinary action was being closely monitored and personally supervised by Minister for Aviation Ghulam Sarwar Khan.

Meanwhile, Serene Air, a private airliner, has stopped paying salaries to its pilots and first officers who have been identified as possessing fake licenses.

The human resource department of the airline informed them that they would not be paid from June 29 till the issue was resolved.

Earlier, the Aviation Division had provided a list of 10 pilots of the private airline having fake licenses. Of the 10 pilots, three had already left the airline, while the remaining have been grounded, the report said.



"It was a great job until we started hauling passengers. They're always complaining. Next thing you know they'll want a roof over their heads, maybe even heat."

Report Says Boeing Shielded Key 737 Max Reports From FAA

By Gregory Wallace / CNN



(CNN) Boeing shielded from federal regulators reviewing its 737 Max aircraft the extent and capability of the flawed computer system that ultimately brought down two jets, according to an inspector general report obtained by CNN.

The report also faults the Federal Aviation Administration for poor communication and notes it handed over the vast majority -- 87% -- of certification responsibility to Boeing.

The report, which is expected to be released publicly Wednesday, includes previously undisclosed details about interactions between the agency and planemaker and conclusions about how the process failed. It comes as the FAA is conducting test flights this week of the revised 737 Max, which has been grounded for more than a year since the second fatal crash in March 2019.

The report highlights multiple instances where Boeing presented limited information about the new Maneuvering Characteristics Augmentation System, or MCAS, system to regulators, with significant consequences.

FAA to begin test flights of Boeing 737 Max

It says the company portrayed the system "as a modification" to an existing system "that would only activate under certain limited conditions," leading the FAA to focus its review on other aspects of the plane. One FAA engineer recalled MCAS was "presented briefly with limited details."

In fact, when Boeing engineers briefed the agency at an important meeting on differences between the Max and earlier versions of its 737 aircraft, "there were only 2 lines of text within those almost 500 slides—covered over a 2-day period— that referenced MCAS," according to the report.

Another document describing the airplane's stability "included some details regarding MCAS," but not "an interrelated view of how MCAS interacted with other systems, which was spread throughout several documents."

At the same time, Boeing was making the MCAS system more pungent, allowing it to control the plane to a greater degree and activate repeatedly. The report highlights that some FAA employees -- those involved in test flights of the aircraft -- were aware of the changes, and faults the agency for leaving other FAA officials involved in oversight in the dark.



Agency engineers did not conduct a full analysis of the MCAS system, nor understand how it operated, until further scrutiny of the aircraft after the first 737 Max crash in October 2018, according to the report. Boeing subsequently developed a plan for changes to the MCAS system by April 2019. But about a month before that target, a second Max crashed, and the fleet was ultimately grounded worldwide. The crashes killed a combined 346 people.

The inspector general's report comes as Boeing and the FAA are conducting 737 Max test flights, a key step in the FAA's re-evaluation of the plane.

The company said in a statement Wednesday morning that it has "cooperated fully and extensively" with the inspector general's office, and noted that the company "has made substantial changes" to both the plane and corporate structure in response to previous investigations related to the Max.

"We have made robust improvements to the 737 MAX flight control software, including ensuring MCAS cannot be activated based on signals from a single sensor and cannot be activated repeatedly," the statement said. "We have dedicated all resources necessary to ensure that the improvements to the 737 MAX are comprehensive and thoroughly tested."

The Department of Transportation's general counsel wrote in a memo after reviewing the report that it "reveals some strengths in FAA's aircraft certification process, as well as areas for improvement." Changes at the FAA, the memo said, will "ensure integrity and transparency with regard to information sharing."

One of the lawmakers who requested the report, House Transportation Committee Chairman Peter DeFazio, said the report highlights "Boeing's efforts to conceal critical information from regulators in its rush to get the MAX to market."

The report also scrutinized the delegation of FAA safety reviews to Boeing, a common practice in US airplane design and manufacturing.

It noted that 42 FAA employees oversee 1,500 Boeing employees with certification authority. Internal Boeing documents previously released showed Boeing employees, including a key official in the certification effort, mocking the agency and slamming the aircraft's design.

The document notes that Boeing and the FAA were looking into "concerns about undue pressure on" Boeing employees who had FAA authority to sign off on aspects of the plane. It said that future reports on the delegation process would be forthcoming.

Congress is currently working on legislation to overhaul the delegation process. FAA Administrator Steven Dickson recently said he does not believe one aspect of that bi-partisan plan is necessary: That the FAA, rather than manufacturers like Boeing, determine which employees are put in the pipeline for the delegation authority.

As the re-certification process for the aircraft is underway, Boeing now supports simulator training for all 737 Max pilots, including those who flew earlier versions of the 737 -- something that pilots union officials said should have been required in the first place. The FAA said this week it has not yet determined requirements for pilot training.

The company designed the 737 Max with the goal of avoiding simulator training, which would be expensive for airlines buying the plane.

But even if simulator training had been required prior to the initial 737 Max debut, pilots may still have been in the dark about the MCAS system, because notes about MCAS were removed from training documents, the report notes.

"Therefore, any simulator training, while not proposed, probably would not have included MCAS."



"Before you take me away, I just want to update my profile picture."

Foreign regulators demand substantial new changes to Boeing 737 MAX flight controls

By Dominic Gates / Seattle Times aerospace reporter



Aviation safety regulators in Europe and Canada have demanded design changes to the flight control systems on Boeing's 737 MAX that go beyond fixing the flawed system that ultimately brought down the aircraft in two fatal crashes.

The Federal Aviation Administration (FAA) has told Boeing it must come up with design upgrades to satisfy these concerns.

Yet all three regulators have agreed Boeing will be required to make these additional design changes and retrofit the worldwide fleet only after the MAX returns to service.

The required changes to the flight control systems highlight weaknesses in the 737's inherited avionics systems. The fixes could add substantial cost to the MAX program and might slow the ramp-up of deliveries Boeing needs to recover its cash flow.

Boeing has already developed a fix for the new MAX flight control system that was the main cause of the two crashes: the Maneuvering Characteristics Augmentation System (MCAS).

Janet Northcote, head of communications at the European Aviation Safety Agency (EASA), said while MCAS "absolutely needs to be fixed for the plane to be recertified as airworthy ... there are other issues in some way related to the sensor problem" that triggered MCAS and these also require correction.

"By themselves, these would not create a safety critical issue," Northcote said. "It's when they come together with something critical at the same time that it's a major issue."

All three regulators will allow the MAX back into service without the additional fixes in place, officials said in interviews this week.

Boeing has proposed that when the MAX initially starts flying again, it will be enough to make changes to the flight manual and pilot training, so crews are aware of the potential problems and know how to respond. EASA believes this "provides adequate mitigation in the short term."

"However, further down the road, we think design enhancements are needed," said Northcote.

Boeing has made some proposals for permanent fixes that the regulators are currently reviewing.

Tight schedule for MAX retrofits

The push by the Europeans marks a new assertiveness by foreign regulators. After two crashes that killed 346 people and the consequent close scrutiny that uncovered new problems with the MAX one after another, they aren't prepared to just follow the FAA.

EASA has identified three issues that will require substantial redesign. Transport Canada has focused on one.

The FAA declined to comment on its ongoing review of the proposed design changes. However, a person familiar with the FAA's deliberations said the U.S. agency will require Boeing to come up with a fix for all three of the issues raised.

Two sources familiar with the discussions said regulators want the permanent design changes done on a relatively tight timetable. “We are looking for this to be implemented at the latest by the time of the certification of the 737 MAX 10,” said one. The second source verified this as the target.

The first MAX 10, the final and largest model in the MAX jet family, rolled out last November and its delayed first flight is expected later this year, which would typically imply certification late in 2021.

If the system design changes are required to be on the MAX 10 from the moment it enters service, that might further delay the schedule for the MAX 10.

Once the changes are finalized and approved, they “would then be retrofitted to the MAX in-service fleet as soon as practicable,” Northcote said.

She added that EASA, the FAA and Boeing haven’t made a final determination on a schedule for implementing the design changes and that it’s possible the logistical problems posed by COVID-19 could extend it.

Boeing declined to address details of its proposed design changes, but in a statement said the company is “committed to addressing all of the regulators’ questions and meeting all certification and regulatory requirements. “

Angle of Attack sensor problems

EASA’s biggest concern is with Boeing’s proposed solution to the Angle of Attack problem that initiated the two 737 MAX crashes.

In both crashes, MCAS was triggered by a single faulty Angle of Attack signal. Boeing’s redesign of MCAS uses both Angle of Attack sensors on the MAX during any given flight instead of only one. MCAS won’t operate unless both sensors agree.

However, while this fixes MCAS, the Angle of Attack sensors feed into multiple other systems. EASA’s concern is that if the two sensors disagree, the flight control computers have no way of telling which is the correct reading.

The Europeans doubt having two sensors is good enough to make the system sufficiently robust.

Northcote said EASA considers the system used by Airbus, which has three Angle of Attack sensors on the rival A320 jet, a good design. The agency wants Boeing to develop a new system “that in some way matches that, but doesn’t necessarily have to be a third sensor.”

The alternative to a third physical sensor is what’s called a “synthetic” sensor, a system that provides an additional, indirect AOA calculation using a variety of different sensors and inputs.

Boeing’s latest all-new jet, the 787 Dreamliner, for example, has a system called Synthetic Airspeed that takes input from the Angle of Attack sensors and various data points that indicate the plane’s attitude in the air. This system serves to cross-check the signals from the other sensors and enables the flight control computer to identify a false data signal.

In the original development of the MAX — as documented in an ethics complaint by Boeing engineer Curtis Ewbank and in controversial emails by Chief Technical Pilot on the MAX, Mark Forkner — Boeing rejected the addition of Synthetic Airspeed to avoid the need for simulator training for MAX pilots.

To add a synthetic system to the MAX now would be costly. All its interactions with existing systems would have to be tested and certified, and Boeing will have to convince regulators the information it produces is as reliable or better than a physical sensor.



According to the person familiar with the FAA's deliberations — who spoke on condition of anonymity because of the sensitivity of the ongoing discussions between the regulators — EASA's demand for the equivalent of a three-sensor system arises from a fundamentally different design philosophy between Airbus and Boeing.

Airbus jets are all designed so that when a pilot adjusts the controls, that action is sent via the computer to move the airplane's control surfaces on the wings and tail. This requires multiple layers of redundancy to make sure no glitch in the software produces a faulty signal.

In contrast, on Boeing jets the main control surfaces are directly connected to the pilot controls by cables, giving the pilot a physical tactile connection that offers a sense of what the plane is doing that's absent on an Airbus jet.

"For Airbus and EASA, three Angle of Attack sensors is just what you do," said the person. "For Boeing and the FAA, it's not necessary, because in addition to the two Angle of Attack sensors, you have that physical connection with the aircraft."

Still, the FAA has told Boeing it must address EASA's concern.

After the two MAX crashes, Boeing's longstanding reliance on pilot capabilities as the ultimate assurance of safety has been brought into question, especially in modern cockpits that are largely automated and computer-controlled.

Confusing cockpit warnings

The second issue for which EASA is demanding a design change stems from investigations that have established the pilots on both crash flights were confused by a cacophony of warning alerts going off simultaneously.

On the MAX, multiple warning lights on the instrument panel and computer-generated aural alerts can be triggered by a single bad sensor.

It's unclear what Boeing will propose to address that, but it has to come up with something to satisfy EASA.

The third issue that needs a design fix is one that has particularly bothered Transport Canada: a "stick shaker" stall warning that cannot be turned off even when clearly erroneous.

This is the alert system on the MAX that makes the control column vibrate forcefully in the hands of the pilot if the plane is pitched too high and is slowing toward a stall — meaning the plane is about to lose lift under the wings and will begin to drop.

In both MAX crash flights, the stick shaker was triggered erroneously by a faulty Angle of Attack signal.

On Ethiopian Airlines Flight 302 that crashed in March 2019, killing 157 people, the stick shaker vibrated throughout the six-minute flight, indicating the plane was going too slow and close to a stall, while simultaneously a loud clacker was sounding in the cockpit — warning the pilots they were going too fast.

To avoid such severe distraction and confusion, Transport Canada wants Boeing — before the MAX's return to service — to include in the flight manual instructions for how to pull circuit breakers to stop the stick shaker.

The circuit breakers are in an overhead panel in the 737 cockpit. Transport Canada said it will require Boeing to add "collars" to the stick shaker circuit breakers to distinguish them from others in the vicinity so they can be quickly identified in an emergency.

Engineer's motto: If it isn't broken, take it apart and fix it.

According to two people with knowledge of the FAA's view of this, the U.S. agency doesn't favor pilots having to reach up to pull circuit breakers in an emergency.

"Typically, pulling circuit breakers is not something we'd encourage. Those are supposed to be for maintenance, not for operating the airplane," said an FAA safety engineer, who spoke without authorization and cannot be identified. "It's a short-term solution," he added.

Annie Joannette, a spokesperson for Transport Canada said Boeing is working on an alternative fix.

"Boeing has been discussing the possibility of a post-return-to-service modification that would allow the stick shaker to be deactivated by means other than pulling the circuit breaker," she said. "If this modification was made available, then the circuit breaker pull procedure in the approved Aircraft Flight Manual would be an interim measure."

It's unclear if that interim option for pulling the circuit breakers will be included in all MAX flight manuals or only in those for Canadian pilots.

Seeking regulator harmony

Existing U.S. certification requirements don't mandate the enhancements EASA and Transport Canada are requiring.

The FAA's stance in agreeing that Boeing must nevertheless address the three specific issues raised is aimed at achieving harmony among the main aviation regulators, which at earlier points in the discussions over the MAX crashes have been unusually at odds.

Concerned at how the glaring flaws in the original MCAS design slipped through the MAX's initial certification, the Europeans and Canadians have insisted on conducting their own independent safety assessments of the MAX recertification rather than automatically following the FAA lead.

Yet addressing the issues raised by EASA is not a point of contention.

"There's no dispute. EASA and the FAA will each require it," said the person familiar with the FAA's deliberations. "Boeing has to come up with a path to address the concerns."

As a result, U.S. sources now expect the Europeans will clear the MAX to fly passengers again within a week or so of the FAA doing so.

The next important milestone on the way to the MAX's return to service is required certification flights, when pilots for the FAA and other regulators conduct flights to thoroughly test the new upgraded software that fixes MCAS.

Because of travel restrictions due to COVID-19, travelers from European Union countries cannot currently enter the United States, and Northcote said this has so far prevented EASA from scheduling its MAX recertification flights.

However, sources within Boeing and the FAA say the FAA's recertification test flights, which will take about three days of flying, could begin as early as next Monday.

If that happens, the MAX will be on track to win FAA clearance around mid-September. That would be the signal for pilot training to begin, so U.S. airlines could be flying the MAX again before year end.

The design changes demanded by the foreign regulators will then be Boeing's next challenge.

**Do people in Australia call the rest of the world
"Up-Over"?**

Boeing begins crucial certification test flights for grounded 737 MAX

By Eric M. Johnson & David Shepardson/Reuters



Boeing Co began a series of long-delayed flight tests of its redesigned 737 MAX with regulators at the controls on Monday, hoping to win approval and rebuild its reputation after fatal crashes that toppled its leaders and grounded the jet worldwide.

Pilots from the U.S. FAA and Boeing landed around 2:15 p.m. local time at King County International Airport, also known as Boeing Field, after a round trip to eastern Washington that included a high-speed system test and other maneuvers over about three hours.

After the flights are completed, the FAA must analyze reams of test data and approve new pilot training procedures, among other reviews, and would not likely approve the plane's ungrounding until September, industry and government sources say.

If that happens, the jet is on a path to resume U.S. service before year-end, though the process has been plagued by delays for more than a year.

Boeing did not publicize the takeoff, saying the FAA was leading the 737 MAX testing process. The business-as-usual atmosphere at Boeing Field illustrated a shift in Boeing's communications strategy on the 737 MAX since last year when it strained its relationship with the Federal Aviation Administration by issuing public statements that predicted the timeline for the jet's return.

The crisis has cost Boeing billions of dollars, slashed production and hobbled its supply chain, with criminal and congressional investigations still playing out. In December, Boeing fired Chief Executive Dennis Muilenburg after scrutiny into the jet's design and development tarnished its reputation with airlines and regulators.

The 737 MAX gaining FAA approval to return to commercial service is expected to spark a scramble by Boeing to determine the fate of hundreds of parked jets.

There are some 450 jets that Boeing is eager to deliver once the MAX is cleared to fly, though experts say the prospect of moving those quickly has been diminished by the coronavirus crisis.

Airlines have also grounded a further 385 jets in their fleets, and U.S. carriers have said it will take them between 30 and 60 days after regulatory approval to prepare their jets and pilots for flight.

A central task for the FAA is to validate Boeing's upgrades to the MCAS anti-stall system faulted in both crashes, as well as perform a wide array of flight maneuvers and emergency procedures, the FAA said.

The agency said it will "lift the grounding order only after we are satisfied that the aircraft meets certification standards."

After taking off from Boeing Field, the crew, which included Boeing Commercial Airplanes Chief Pilot Jim Webb, tested slow flight conditions between 12,000 feet and 15,000 feet, a person familiar with the flight said. Later, they boosted airspeed to 470 knots at 14,000 feet to conduct high-speed system tests, a person familiar with the flight said.

The goal was likely a test of whether pilots were able to manually adjust the tail's horizontal stabilizer at high speeds - a key focus during crash investigations because pilots struggled to make adjustments at high speeds while also trying to counteract MCAS.

FAA Warns of Tail Strikes, Off-Course Flying by Near-Empty Jets

Alan Levin / Bloomberg News



One nearly empty passenger jet “climbed like a rocket,” prompting the pilots to exceed their assigned altitude. Others have scraped their tails on takeoff, gone off course or strayed close enough to other aircraft to prompt mid-air collision alerts.

The common thread: the massive disruptions to the U.S. airline industry caused by the Covid-19 pandemic.

While the plunge in travel has in many ways eased pressure on roads and the aviation system, it has at times had the opposite effect on safety. The rate of highway deaths has actually risen as motorists speed on empty roads. And the drop in airline passengers has triggered an unusual spate of incidents that are challenging flight safety, according to publicly available reports as well as government, industry and union officials.

Moreover, the slow rise in air traffic is creating its own demands as parked aircraft are restored to service and pilots who may have missed training sessions are recalled.

The Commercial Aviation Safety Team, comprised of the U.S. Federal Aviation Administration, unions and airline officials, last month issued more than 50 warnings to carriers on the unusual factors they need to monitor more closely during the recent industry disruptions, according to documents reviewed by Bloomberg.

They include tracking safety data related to unusually light aircraft, the stresses from employees fearing they could become infected by Covid-19 and possible fuel contamination on planes that were parked.

“These dynamic changes are creating stress points on our systems and processes,” the group said in one of the documents.

Details of incidents have begun to trickle out through NASA’s Aviation Safety Reporting System, which posts anonymous field reports after validating their authenticity.

They include pilots reporting that unusually light airliners behaved unexpectedly, such as climbing so fast that they exceeded assigned altitudes or couldn’t maintain cabin air pressure. Others said the boarding process went so fast they forgot to finish safety paperwork.

Thousands of airliners are parked, some of them on runways at major airports. Normal flight routines are being disrupted. Training is being postponed. And airline crews face the looming threat of infection and a loss of job security.

“There is certainly a concern that all of these things could be a distraction to crews and could result in an undesirable situation,” said Hassan Shahidi, president of the nonprofit Flight Safety Foundation.

There have been no significant incidents, said Shahidi and others familiar with data collected by airlines.

“Despite the challenging circumstances, the agency continues to provide the same high level of safety oversight of airlines and other operators that the public expects and deserves,” the FAA said in a statement. “We are closely monitoring the data we receive from voluntary reporting systems and have increased the number of information-sharing meetings we’re holding with operators.”

Continued . . .





Indeed, the reason that concerns are being raised at the agency and the safety team is that the industry's early warning system -- which tracks flight data, thousands of reports from individual employees and internal airline audits -- has been adept at spotting issues before they become serious, according to FAA and industry officials.

Ali Bahrami, the FAA's associate administrator for aviation safety, said during a recent online panel that the agency has increased its interactions and oversight of airlines as a result of data it has seen and the threat of financial disruption to the industry.

Among the incidents raising concern, Bahrami said, were so-called "tail strikes," in which a jet on takeoff or landing hits its tail on the runway. These impacts, which may be associated with a lighter-than-usual aircraft, can severely damage a plane and lead to costly repairs.

The air-traffic control system has faced similar stresses, said Teri Bristol, the chief of FAA's Air Traffic Organization, speaking at another webinar. Scores of controllers, who operate in close quarters and can't work from home, have tested positive for the virus. That has prompted the temporary closing of facilities and rerouting of flights.

"Change and unpredictability is not a good thing in our system," Bristol said.

With so many aircraft parked -- airlines took more than half of their fleets out of service before beginning to return some planes in recent weeks -- the FAA has been paying close attention to safety incidents on the ground, such as the threat of collisions on runways.

"We are seeing surface issues where we just wouldn't expect to see them," Bristol said.

NASA's repository of reports from pilots, air-traffic controllers and others reflect what Bahrami and Bristol have said. Reports of incidents in March have only become public in recent days:

An airline captain landing at Pittsburgh International Airport complained that planes were "parked all over" one of the runways, but it had not been marked as closed with lighted signs.

A captain reported that an automated warning system ordered them to "climb" to avoid colliding with another plane. The pilot blamed it on another jet that was climbing faster than usual with a lightly loaded plane.

An airline crew said they got a warning that the cabin wasn't properly pressurized. They had been climbing so quickly with an unusually light load at high altitudes that the plane's pressurization system couldn't keep up, they said.

Confusion over a missed radio call allowed two planes to fly too close to each other. A controller said that a nearby sector had been shut after another employee tested positive for the virus. "We were working abnormally complex traffic at a very high volume," the controller said.

After aborting a landing due to gusty winds, an airliner at takeoff power climbed so quickly that it exceeded its maximum assigned altitude. "To say I was rattled would be an understatement," a pilot on the plane said. "I am concerned that we are flying these aircraft too light."

More than a dozen additional reports raised concern about personal safety from the virus, as a result of lack of disinfection kits or people working closely together.

If Fed Ex and UPS were to merge, would they call it Fed UP?

Such anonymous reports from NASA's system should be viewed cautiously because they can't be verified, said Roger Cox, a former airline pilot who also served as an accident investigator with the National Transportation Safety Board.

Previous crises in the airline industry, such as the Sept. 11, 2001, attacks and the 2008 financial crisis, didn't lead to demonstrable increases in accidents, Cox said. Nevertheless, pilot distractions repeatedly show up as a factor in crashes around the world and should be watched closely, he said.

While passenger counts have rebounded since since early April, when they were at less than 5% of last year, they still averaged only 16% over the past week, according to Transportation Security Administration data.

Financial assistance to carriers required no job cuts, but only through Sept. 30. Many carriers are saying they will have to trim employees in the fall.

"We have all kinds of people who are worried about their carriers, their mortgage, their family, all kinds of things," said Russ Leighton, vice president of the Coalition of Airline Pilots Associations who participates in FAA-industry safety work.

Air-cargo operations have been up during the crisis, but that creates its own stresses, Leighton said. Cargo crews aren't protected by the same pilot-fatigue regulations as passenger pilots, for example, he said.

Pilot unions have been emphasizing that it's better for crews to leave discussions about seniority lists and job security behind when they enter the cockpit, said Steve Jangelis, aviation safety chair at the Air Line Pilots Association.

"Everyone is stressing the same point," Jangelis said. "This is not a normal situation. We're going to see our way through it. We need to make sure we're slow, methodical and safe."

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The Lower Your Blood Pressure, the Lower Your Heart Risks

By Nicholas Bakalar / The New York Times

The risk for cardiovascular disease may begin to increase at blood pressure levels well below the currently defined guidelines.

A study in *JAMA Cardiology* included 1,457 people, average age 58, who were free of cardiovascular disease and otherwise quite healthy — they didn't smoke and had healthy cholesterol and blood glucose levels, and none were taking cholesterol-lowering or blood pressure medicines. They had average blood pressure readings of 111/68. (The American Heart Association defines hypertension as a blood pressure of 130/80 or higher.)

Overall, the rate of cardiovascular disease in the group was low. But after adjustment for other factors, the researchers found that compared with people with a systolic reading (the top number) of 90 to 99, people with readings of 100 to 109 had three times the risk of cardiovascular disease; those at 110 to 119, 3.1 times the risk; and those at 120 to 129, 4.6 times the risk.

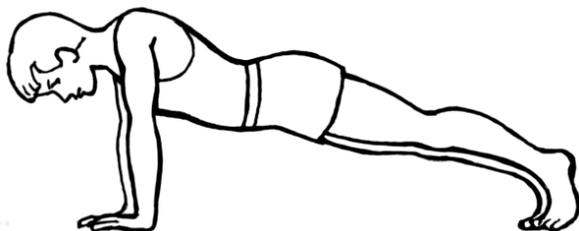
"We're not recommending that people get treated at these levels," said the lead author, Dr. Seamus P. Whelton, an assistant professor of medicine at Johns Hopkins. "But the risk starts to increase, even in healthy people, at these low levels."

Both doctors and patients have come to think that it is normal for blood pressure to increase with age, he added, "but it's not. What this tells us is that even if you have a normal blood pressure, you still want to focus on healthy diet and exercise."

The Power of One Push-Up

Several simple ways of measuring a person's health might matter more than body weight.

James Hamblin / The Atlantic



The numbers used to assess health are, for the most part, not helpful.

There are the vital signs: heart and respiratory rates and body temperature. Sometimes blood pressure. These are critical in emergencies. If you've been stabbed in the chest, paramedics want to know no numbers more than these.

But in day-to-day life, the normalcy of those numbers is expected. It doesn't so much grant you a clean bill of health as indicate that you are not in acute danger. What if you just generally want to know whether you're on pace to live an average life or longer?

The most common numbers are age and body weight. The U.S. health-care system places tremendous value on the latter, in the form of body-mass index, or BMI, a simple ratio of weight over height. BMI is used to define obesity and "overweight," and so to stratify risks in insurance and health-care industries. This number has come to be massively consequential in the lives of millions of people, and to influence the movement of billions of dollars.

Despite all this emphasis on body weight, the ability of BMI to predict mortality and disease has been called into question. Its inadequacy is famously evident in examples such as the human muscle-mound Dwayne "The Rock" Johnson qualifying as obese. BMI also ignores the health problems among the "skinny fat" (or "overfat" or "normal-weight obese").

Health is more strongly correlated with body-fat percentage and distribution than with overall weight, but getting an accurate measure of one's muscle-to-fat ratio is not especially simple—and still draws focus to body image in ways that can introduce its own risks of eating disorders, depression, social isolation, and all manner of things that may be more dangerous than body fat itself.

Except in extreme cases, no single number gives a good idea of whether a person is functionally healthy or not. The common numbers are not directly or easily changeable. As these numbers continue to dominate health care, however, an emerging body of evidence is finding useful and cheap numbers that anyone can track. If these new numbers aren't being taken seriously, it may be because they seem too obvious.

The speed at which you walk, for example, can be eerily predictive of health status. In a study of nearly 35,000 people aged 65 years or older in the Journal of the American Medical Association, those who walked at about 2.6 feet per second over a short distance—which would amount to a mile in about 33 minutes—were likely to hit their average life expectancy. With every speed increase of around 4 inches per second, the chance of dying in the next decade fell by about 12 percent. (Whenever I think about this study, I start walking faster.)

Walking speed isn't unique. Studies of simple predictors of longevity like these come out every couple of years, building up a cadre of what could be called alternative vital signs. In 2018, a study of half a million middle-aged people found that lung cancer, heart disease, and all-cause mortality were well predicted by the strength of a person's grip.

Yes, how hard you can squeeze a grip meter. This was a better predictor of mortality than blood pressure or overall physical activity. A prior study found that grip strength among people in their 80s predicted the likelihood of making it past 100. Even more impressive, grip strength had good predictive ability in a study among 18-year-olds in the Swedish military on cardiovascular death 25 years later.

Another study made headlines earlier this year for declaring that push-up abilities could predict heart disease. Stefanos Kales, a professor at Harvard Medical School, noticed that the leading cause of death of firefighters on duty was not smoke inhalation, burns, or trauma, but sudden cardiac death. This is usually caused by coronary-artery disease. Even in this high-risk profession, people are most likely to die of the same thing as everyone else.

Still, the profession needed effective screening tests to define fitness for duty. Since firefighters are generally physically fit people, Kales's lab looked at push-ups. He found that they were an even better predictor of cardiovascular disease than a submaximal treadmill test. "The results show a strong association between push-up capacity and decreased risk of subsequent cardiovascular disease," Kales says.

Usually when studies like these come out, pockets of experts talk about how they should "incorporate it into clinical care" or otherwise take these new metrics seriously to cut down medical costs and to monitor health in ways that are better than body weight. Then the novelty fades, and the system keeps relying on body weight. But Kales contends that metrics beyond BMI and age have to be taken seriously. This is driven in part by the Americans With Disabilities Act, which mandates that people not be discriminated against in occupational settings based on BMI or age.

"Before the ADA, a fire or police department might have a BMI standard where they won't accept you," Kales says. "Now they want functional standards." That is, they want to know whether you can do the job—not if you're fat.

The push-up study could reasonably extend beyond firefighters. "Push-ups are another marker in a consistent story about whole-body exercise capacity and mortality," says Michael Joyner, a researcher at the Mayo Clinic whose work focuses on the limits of human performance. "Any form of whole-body engagement becomes predictive of mortality if the population is large enough."

That is to say: Health is not simply about push-ups. There's also nothing magic about grip strength or walking speed. But these abilities tend to tell us a lot. Firefighters with higher push-up capacity were more likely to have low blood pressure, cholesterol, triglycerides, and blood sugar, and not to smoke. People with the lowest grip strengths were more likely to smoke and have higher waist circumference and body-fat percentage, watch more TV, and eat fewer fruits and vegetables.

Essentially, these quick metrics serve as surrogates that correlate with all kinds of factors that determine a person's overall health—which can otherwise be totally impractical, invasive, and expensive to measure directly. If we had to choose a single, simple, universal number to define health, any of these functional metrics might be a better contender than BMI.

A good metric of health should be meaningful, measurable, actionable, and durable. Body weight and BMI aren't always meaningful or actionable—as many people who've tried to change theirs are aware. Other metrics require drawing blood in a doctor's office or spending money to send saliva or feces off to a lab to get genetic-sequencing results from companies such as 23andMe or UBiome. You don't even need to track all your steps every day, unless that's somehow fun. A single minute of push-ups or grip strength could track progress just as well.

Granted, Joyner and other experts I heard from estimated that the number of Americans who can do a single push-up is likely only about 20 or 30 percent. But that's an issue of practice more than destiny. "Most people could get to the point of doing 30 or 40—unless they have a shoulder problem or are really obese," Joyner says.

Doing things that produce tangible, short-term results can lead to a domino effect of health behaviors. "If someone reads this article and starts doing push-ups, it would be a statement about their general conscientiousness and motivation," says Joyner, "and that speaks to so many other health behaviors. People who follow guidelines, eat well, get their kids vaccinated—they tend to engage in other healthy behaviors."

Continued . . .



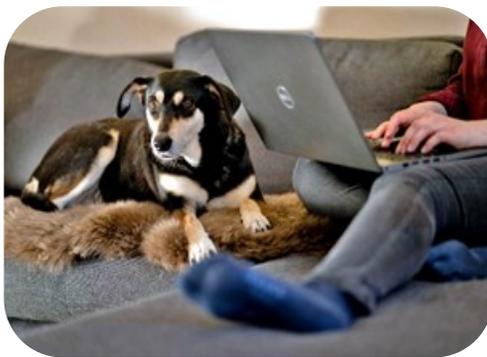
This “conscientious” type of behavior, Joyner notes, “is about as predictive of mortality as fitness itself.” And unlike BMI, push-ups and the like tend to encourage people to be conscious of what the body can achieve, not body image itself. Conscientiousness, Joyner says, means seeing a connection between how you live and what happens later, and behaving accordingly.

More than pecs or triceps, push-ups build conscientiousness. There, I’ve written my first motto for a high-end gym.

But in a real sense, this sort of metric could equip us to cope with a treatment-based health-care system that teaches people that we can do what we like and then be healed with a pill or procedure. The marketing and sale of medical services tears down conscientiousness. Functional metrics of health could help build it back up.

Sitting All Day May Increase Your Risk of Dying From Cancer

By Gretchen Reynolds / The New York Times



Sitting for hours on end could heighten someone’s risk of later dying from cancer, according to a sobering new study of the relationship between inactivity and cancer mortality. The study was epidemiological, providing a snapshot of people’s lives, so it cannot prove cause and effect. But the findings suggest that extremely sedentary people can be as much as 80 percent more likely to die of cancer than those who sit the least. Still, there is hope. The study also indicates that getting up and strolling, even if you do it slowly and for only a few additional minutes a day, might lower the risk of dying from cancer, potentially offering another appealing incentive to move.

We already have plenty of evidence, of course, that spending all day in a chair is not good for us. Past studies have linked prolonged sitting to higher risks for heart disease, Type 2 diabetes, obesity and premature death. A few studies also have found associations between inactivity and cancer deaths. But most of those studies relied on people’s notoriously undependable recollections of how many hours they spent in chairs. The studies also rarely examined whether and how occasional spurts of exercise might alter the risk equation.

So, for the new study, which was published in June in JAMA Oncology, researchers at the University of Texas MD Anderson Cancer Center in Houston and other institutions around the country decided to re-examine data already collected as part of a large, nationwide study of risk factors for strokes. That study had enrolled a multiracial group of more than 30,000 middle-aged and older men and women and, starting in 2002, gathered details about their health, lifestyle and medical conditions. Some of those volunteers also agreed to wear a sophisticated activity tracker for about a week, to objectively record how often and vigorously they moved and how much they sat.

Now, the researchers gathered the records for about 8,000 of the volunteers who had worn a tracker at some point. These men and women were at least 45 years old when they joined the study, with health ranging from good to iffy. Some were overweight, smokers, diabetic or had high blood pressure or other conditions. Others were relatively lean, and some reported that they exercised regularly.

The researchers checked the data from these volunteers’ activity trackers, noting how many hours per day, on average, they objectively had spent unmoving. Most were, in fact, quite sedentary. As a group, they had spent about 13 of their 16 waking hours most days in a chair or otherwise inactive.

But there were differences. Some people had been up and moving rather often, either completing light-intensity activities like strolling, housecleaning and gardening or actively exercising, according to the readouts from their activity trackers (which measured how many — or few — steps they took every minute).

The researchers divided the volunteers into thirds, based on how much daily time they spent sitting. Then they checked death records for everyone, looking to see who might have passed away recently from any type of cancer.

Finally, they examined whether, statistically, sitting more upped the likelihood of dying from cancer. And it did, substantially. The men and women in the group that had spent the most hours sitting were 82 percent more likely to have died from cancer during the study's follow-up period than those in the group that had sat the least. This association held true when the researchers controlled for people's ages, weight, gender, health, smoking status, education, geographic location and other factors.

In other words, sitting for hours increased the likelihood that someone eventually would die of cancer, even if he or she otherwise was well.

But the scientists unearthed a more-encouraging finding when they statistically modeled how those risks might change if someone, theoretically, started moving more. In those models, for every 30 minutes that someone exercised instead of continuing to sit, the risk of later dying from cancer fell by 31 percent. Even if someone did not formally work out, but substituted at least 10 minutes of his or her usual sitting time with gentle strolling, housework, gardening or other light-intensity activities, the risk of dying from cancer fell by about 8 percent.

Taken as a whole, these data suggest that "even a small amount of extra physical activity, no matter how light it might be, can have benefits for cancer survival," says Dr. Susan Gilchrist, a cardiologist at the MD Anderson Cancer Center who works with cancer patients and led the new study.

The study has many limitations, though. It looked at cancer mortality, not the risk of developing the disease in the first place, and lumped all cancer types together. Perhaps most important, this kind of prospective study is not a randomized experiment and cannot tell us that sitting more causes increased cancer mortality, only that the two are linked. It also offers no clues about how sitting raises that risks, and whether inactivity directly changes our bodies or if other factors, including what we eat or drink while seated, influence how sitting raises our risk of dying from cancer.

Dr. Gilchrist says that she and her colleagues hope to examine some of those issues in future studies. But even with the caveats, she thinks that the data from this study should be rousing.

"The tangible takeaway is that we can tell people they do not have to go out and run a marathon" to potentially reduce their risk of dying from cancer, she says. "It looks like just getting up and walking around the living room for a few minutes every hour or so could make a meaningful difference."

Commercials in 2030 will be like: Were you or someone you know overly exposed to hand sanitizer, Lysol, or bleach during the 2020 Coronavirus pandemic? If so you maybe eligible for compensation

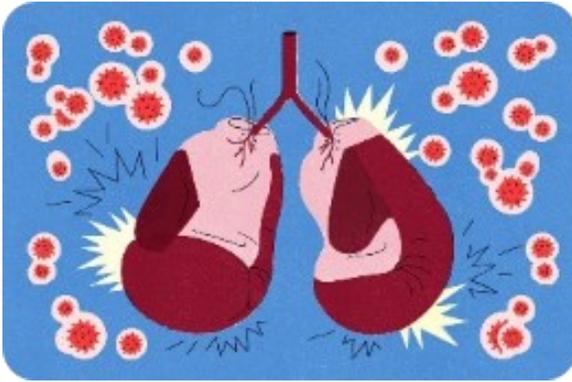
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To Fight Covid-19, Don't Neglect Immunity and Inflammation

By Jane E. Brody / The New York Times May 25, 2020



After seeing who is most likely to become infected and die, immunity and inflammation warrant further discussion and public attention.

While most people focus, as they should, on social distancing, face coverings, hand washing and even self-isolation to protect against the deadly coronavirus now ravaging the country, too few are paying serious attention to two other factors critically important to the risk of developing a Covid-19 infection and its potential severity.

Those factors are immunity, which should be boosted, and inflammation, which should be suppressed. I've touched on both in past columns, but now that months of pandemic-related restrictions have impacted the lives of millions, and after seeing who is most likely to become infected and die, immunity and inflammation warrant further discussion and public attention.

One fact is indisputable: Older people are especially vulnerable to this disease and its potentially fatal consequences. But "older" doesn't necessarily mean "old." While people over 80 are 184 times more likely to die from Covid-19 than those in their 20s, Dr. Nir Barzilai, scientific director of the American Federation for Aging Research, points out that vulnerability increases starting around age 55.

Immune defenses decline with age. That is a fundamental fact of biology. For example, with advancing age, natural killer cells, a major immunological weapon, become less effective at destroying virus-infected cells. But it doesn't mean nothing can be done to slow or sometimes even reverse immunological decline, said Dr. Barzilai, who directs the Institute for Aging Research at Albert Einstein College of Medicine.

At the same time, inflammation in tissues throughout the body increases with age, a fact that helps the coronavirus get into the body, bind to molecules in the nose and lungs, and wreak havoc, Janet Lord, director of the Institute of Inflammation and Ageing at the University of Birmingham in England, explained in a webinar this month.

Fat tissue, for example, increases inflammation and renders overweight people more vulnerable to a Covid infection.

Here, too, there are established ways to diminish inflammation and thereby enhance resistance to this deadly disease. The basic weapons, diet and exercise, are available to far more people than currently avail themselves of their benefits. Lifestyle can have a major impact on a person's immune system, for better or worse, Dr. Lord said.

I spoke recently to a friend who "escaped" New York City in early March to avoid Covid-19. But while he reduced his risk of infection by limiting contact with other people, he has gained weight, lost muscle mass and, in becoming nearly sedentary, is also now more likely to become seriously ill if he should contract the virus.

"Skeletal muscle helps the immune system," Dr. Lord said. The contractions of skeletal muscles produce small proteins called myokines that, by dampening inflammation, have big health benefits. Myokines ferret out infections and keep inflammation from getting out of hand, she said. Also, exercising skeletal muscle helps diminish body fat and increases the potency of natural killer cells no matter what your age. An 85-year-old who increases muscle mass is better able to recover from Covid, she said.

The more extensive or vigorous the exercise, the less inflammation, Dr. Lord said. She noted that those who do fewer than 3,000 steps a day have the highest level of inflammation, whereas those who do 10,000 or more steps daily have the least inflammation. But social isolation doesn't have to make you a couch potato.

"You don't need any special equipment," she said, so the inability to go to a gym or even outside need not be an impediment to getting in those 10,000 steps. She suggested exercises like heel raises, leg raises and sit-to-stand exercises. You could even use two of those cans of beans you stocked up on to strengthen arm muscles. Or consider going up and down stairs, or even one step, which has the added benefit of strengthening heart function. For other ideas, see Gretchen Reynolds's column published in *The Times* on April 22.

Exercise is especially important for people with chronic health conditions that increase their vulnerability to a serious Covid infection. "No matter what your condition, exercise will improve your immunity," Dr. Lord said.

Regular exercise can also improve your sleep, which can suppress inflammation and keep your immune system from having to work overtime. Aim for seven to eight hours of sleep a night. If virus-related anxieties keep you awake, try tai chi, meditation or progressive muscle relaxation (from feet to head) to reduce stress and calm your mind and body. Avoid eating a big meal late in the day or consuming caffeine after noon. Perhaps eat a banana or drink a glass of warm milk about an hour before bedtime.

Which brings me to what for many is the biggest health challenge during the coronavirus crisis: consuming a varied, nutrient-rich diet and keeping calorie intake under control. It seems baking has become a popular pastime for many sheltering at home, and the consequences — weight gain and overconsumption of sugar and refined flour — can increase susceptibility to the virus. Excess weight weakens the immune system, and abdominal fat in particular enhances damaging inflammation.

The good news, according to Dr. Leonard Calabrese, clinical immunologist at the Cleveland Clinic, is that even small amounts of weight loss can counter inflammation, a benefit aided by avoiding highly processed foods and eating more fresh fruits and vegetables that are relatively low in calories and high in protective nutrients.

Especially helpful are foods rich in vitamin C — all manner of citrus (oranges, grapefruit, clementines, etc.), red bell pepper, spinach, papaya and broccoli — and zinc, including shellfish (oysters are a powerhouse of zinc), seeds, dairy products, red meat, beans, lentils and nuts.

For those who drink alcohol, these stressful times can tempt overconsumption. More than the recommended two drinks a day for men and one for women can reduce immunity-boosting nutrients in the body and impair the ability of white blood cells to fight off microbial invaders, Dr. Calabrese notes. For those who drink, a five-ounce serving of red wine a day is widely considered a beneficial component of an anti-inflammatory Mediterranean-style diet.

Reports linking a deficiency of vitamin D to an increased risk of developing a severe Covid-19 infection have prompted some people to take measures that may ultimately undermine their health, like basking unprotected in the sun, which can lead to skin cancer, and taking excessive amounts of a vitamin D supplement, which can cause distressing gastrointestinal symptoms.

Healthy blood levels of vitamin D can, though, help keep the body's immune system strong and possibly help prevent it from raging out of control, causing the cytokine storm that can severely damage the lungs and other tissues and has resulted in many Covid-19 deaths. But for those with already healthy levels of vitamin D, there's no established immune benefit from taking more than 2,000 IU of vitamin D-3 a day.

No, You Probably Don't Have Alzheimer's Disease

<https://blog.everythingretirement.com/>



At least some of us have experienced slight memory lapses or the occasional bouts of forgetfulness and have quickly jumped (wrongfully) to the conclusion that we're on the path to Alzheimer's disease. Fear not, it's quite normal and generally not something to get worried about. It seems that if you are aware of these "moments", you can be pretty much assured that your mental capacity is fine.

In the following simple analysis, Professor Bruno Dubois, Director of the Institute of Memory and Alzheimer's Disease (IMMA) at La Pitié-Salpêtrière Hospital Paris talks about the subject in a way that simplifies the issue and reassures the reader.

According to Professor Dubois, "If anyone is aware of his memory problems, he does not have Alzheimer's."

But, but...

You may disagree, saying "But, but...I forget the names of friends or sometimes even those of my family members." Or, "I don't remember where I put things, or I find myself standing in a room wondering why I went in there in the first place and secondly, what was it I going to do?"

As you'll see, you're not alone as these are some of the most common complaints that folks over 60 report:

- forgetting the name(s) of people
- going into a room in the house and not remembering why they were going there
- a blank memory when trying to remember a movie title or who starred in it, or the title and subject of a book
- the inability to recall where they left their glasses, wallet or keys

Apparently, this happens to all of us, especially after the age of 60! The problem is that when we begin to notice the frequency of these "memory lapses", we tend to jump to the conclusion that we are losing our ability to remember things – what we were doing, places, people – to name just a few scenarios. But it's normal. It's not necessarily the onset of Alzheimer's.

Forgetfulness Could Be a Good Sign

According to a new study conducted by the Centre for Addiction and Mental Health in Canada and published in the *Journal of Clinical Psychiatry*, being *aware* of forgetfulness is a sign that you're unlikely to develop dementia. It's those who are *unaware* of their forgetfulness, a condition called anosognosia, who are more likely to go on to develop the disease.

"If patients complain of memory problems, but their partner or caregiver isn't overly concerned, it's likely that the memory loss is due to other factors, possibly depression or anxiety," said the study's lead author Dr. Philip Gerretsen.

Some More Reassurance...

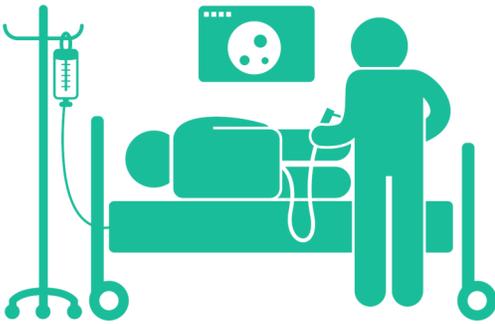
Many people are concerned about their so called 'oversights' despite evidence to the contrary. So, Professor Bruno Dubois does endeavor to reassure the majority of people who have these concerns by publishing the following important observations:

Those who are conscious of being forgetful have no serious problem with memory. Those who suffer from a memory illness or from Alzheimer's, are not aware of what is happening.

The more we complain about memory loss, the less likely we are to suffer from memory sickness.

Should Older Adults Be Concerned About Colonoscopy Complications?

By [Korin Miller](#) / [Verywell Health.com](#)



Key Takeaways:

- A new study shows that older adults are more likely to develop complications after a colonoscopy.
- A new study shows that older adults are at a slightly higher risk of complications after having a colonoscopy.
- An additional study found a high-quality colonoscopy is associated with over 17 years' worth of lower colorectal cancer risk.

Regardless of new findings, current colonoscopy and colorectal cancer screening recommendations remain in place.

Less than 4% of adults who undergo a colonoscopy experience complications, according to a new study published in *JAMA Network Open* in June. But that number is higher in older adults, especially those with underlying health conditions.¹

The study, which tracked 38,069 adults, included data from patients who had a colonoscopy in Ontario, Canada, between April 2008 and September 2017. Patients were divided into two groups: those ages 50 to 74 and those age 75 and up.

What to Expect During a Colonoscopy

The researchers found 3.4% of all patients experienced complications within 30 days of their colonoscopy, while 6.8% of patients who were 75 and older experienced complications.¹ Those complications included gastrointestinal tract hemorrhage, cardiovascular complications, sepsis, and bowel perforation.

There were other factors, too: Patients were more likely to have complications if they had anemia (40% more likely), high blood pressure (20% more likely), irregular heartbeat (70% more likely), or chronic kidney disease (80% more likely).¹

“These findings suggest that the decision to perform a colonoscopy should be carefully considered in patients older than 75 years, especially in the presence of comorbidities,” the researchers wrote.

What Is a Comorbidity?

A comorbidity refers to an additional disease or condition occurring at the same time as a primary disease or condition.

The study comes a month after research published in the *Annals of Internal Medicine* found that having a negative screening colonoscopy (i.e., one that didn't find anything of concern) was linked to a lower risk of both developing colorectal cancer and death for up to 17.4 years.² However, the researchers note, this was only the case with “high-quality” colonoscopies.

Why Are Colonoscopies Still Important?

A doctor may order a colonoscopy to help find the cause of symptoms like gastrointestinal bleeding, changes in bowel activity, abdominal pain, and unexplained weight loss, according to the [National Institute of Diabetes and Digestive and Kidney Diseases \(NIDDK\)](#). To do this, a doctor inserts a long, thin tube with a camera to look inside your rectum and colon.

Continued ...



Colonoscopies are also regularly used as a screening tool to detect colon polyps and cancer.

"The colonoscopy is a great procedure for colorectal cancer screening as it can prevent colorectal cancer by finding and removing premalignant polyps before they progress to colorectal cancer," Jacob Skeans, MD, a gastroenterologist at The Ohio State Wexner Medical Center, tells Verywell. "The importance of a colonoscopy is that when done with good preparation and adequate time, it can decrease one's risk of developing colorectal cancer."

Current Recommendations For Colonoscopies

For People Age 75 and Under

The U.S. Preventive Services Task Force (USPSTF) currently recommends screening for colorectal cancer (which is often done with a colonoscopy) starting at age 50 and continuing until age 75. If you're not at an increased risk of colorectal cancer, you can expect a colonoscopy every 10 years.³

Colorectal cancer is the second-leading cause of cancer deaths in the U.S.⁴ The USPSTF says it is most commonly diagnosed in adults who are 65 to 74 years old.

The American Cancer Society (ACS) has slightly different recommendations than the USPSTF. The organization says that people with an average risk of developing colon cancer should start regular screening at age 45. People who are in good health should continue screening every 10 years, the ACS says.⁵

For People Over Age 75

Currently, the USPSTF says that doctors should consider individual patient health and screening history when deciding to screen patients older than 75. Older adults who have never been screened for colorectal cancer are most likely to benefit from screening.

The ACS also says that the decision to screen patients over the age of 75 should be based on the patient's preferences, life expectancy, overall health, and screening history. The ACS does not recommend that people over 85 get colorectal cancer screening.¹

What Do the New Findings Mean for Older Adults?

It's important to put the recent study results into perspective, colon and rectal surgeon Jeffery Nelson, MD, surgical director of Mercy's Center for Inflammatory Bowel and Colorectal Diseases, tells Verywell. While the study regarding age and colonoscopy complications does show statistical differences, he points out that "very large numbers of patients were needed to demonstrate these differences."

Even though older people had more complications, the numbers were still low. Nelson points out there was a 0.1% mortality rate among all age groups compared to a 0.2% mortality rate among those over 75, and 0.5% vs. 1.8% incidence of cardiovascular complications.¹

"Physicians have to weigh that against missing colon cancers," Nelson says. "The likelihood of dying from colorectal cancer is far higher than from colonoscopy."

The increased risk of complications in patients over 75 isn't necessarily new, but it is important for doctors to consider, Ashkan Farhadi, MD, a gastroenterologist at MemorialCare Orange Coast Medical Center in Fountain Valley, California, tells Verywell.

However, Farhadi says that doctors should use their judgment. "There are a lot of patients that show up in my office that look like they're 60 years old, even though they're in their late 70s," he says. "It's up to us as doctors to justify if it's worth putting them through the strain of a colonoscopy. Even though the number is 75, the actual risk and benefit is totally individualized."

Can You Postpone Colonoscopies?

In regard to the study that found having a negative colonoscopy can lower your colorectal cancer risk for 17 years, Farhadi says people shouldn't start stretching out the time between colonoscopies just yet. It's possible for some polyps to be missed the first time around, giving them time more to potentially grow into a cancerous tumor if the next screening is delayed many years.

Does Your Risk of Cancer Increase if You Have Colon Polyps?

Nelson urges people to stick with current guidelines for colorectal cancer screening and colonoscopies.

“The recommendation for colonoscopy every 10 years starting at age 50 for those at average risk for colorectal cancer comes from the National Polyp Study, which was actually a series of publications starting in the 90s,” he says. “The recommendations from these studies have more or less remained unchanged since that time.”

However, Nelson says the ideal amount of time between screenings continues to be debated. The ACS lowered the recommended age to begin screening, for example, because of an increase in colorectal cancers among people in their early to mid-50s.

“We know it takes 10 to 15 years for polyps to turn into cancers, so beginning screening earlier could catch these polyps,” Nelson says.

What This Means For You

Colonoscopies are an important detection tool for colorectal cancer. While new research suggests colonoscopies can lead to an increased risk of complications in older adults, it's best to talk to your doctor for personalized recommendations based on your individual risk and age.

<https://www.verywellhealth.com/older-adults-colonoscopy-complications-5070802>

Moderate Drinking May Be Good for the Brain

By Nicholas Bakalar/The New York Times



Moderate alcohol consumption may lead to slower mental decline in middle-age and older people, a new study found.

Some previous studies have suggested that moderate drinking has beneficial cognitive effects; others have found it harmful.

In the new study, published in JAMA Network Open, researchers tracked the cognitive abilities of almost 20,000 people for an average of more than nine years. The scientists tested the participants in three domains: mental status, word recall and vocabulary.

In all three areas, compared with abstaining, low to moderate drinking (eight drinks a week or fewer for women, and 15 or fewer for men) was associated with a higher mental functioning trajectory and significantly slower decline over the years. Even former drinkers showed slower mental decline than people who never drank.

The study adjusted for smoking, marital status, education, chronic disease and body mass index, but the authors acknowledged that it was an observational study so it could not prove cause and effect. They also noted it relied on self-reports of alcohol consumption, which can be unreliable.

“Drinking should be limited to moderate levels,” said the lead author, Ruiyuan Zhang, a doctoral student at the University of Georgia. “Heavy drinking makes cognitive function worse.”

He added: “If you are not drinking now, there is no reason to start drinking to preserve cognitive function. There are many other ways to prevent cognitive decline — exercise, reading and so on.”

LETTERS

Ross 'Rusty' Aimer- San Clemente, CA

45 years ago, a true gentleman aviator by the name of Jack Waddell handed me a Type Rating and introduced me to my new misters the 747.

The guy was such a humble man, at the time, I didn't even know my IP was the original 747 Test Pilot, only five years earlier!

The long love affair lasted some 15 years, five continents and 5 different airlines, until I finally threw away my carpet bag for good, in exchange for a brand-new black leather one at United. Wearing my "half wing" proudly next to my 20-year ALPA pin.

When I retired in 2004, I never thought of flying an aircraft again. 40 years that started with TWA, and more than a dozen other airlines that lowered their standards to hire me was long enough, as far as I was concerned.

Little did I know United management needed my retirement money more than I did!

So, I reluctantly joined a group of retired colleagues who wore the same torn shoes at Boeing as a 777/787 IP. I quickly discovered Boeing management was using our group as "scab lites" to crush their unionized pilot/instructor workforce.

The rolling delays in production of 787 gave me a chance to leave that s***hole quickly, adding a whopping \$59/month Boeing retirement pay to my vast PBGC holdings! (So, like most of you, I wasn't that surprised when we heard about the production problems at once the greatest aircraft manufacturer in the world, now an embarrassment around the globe!)

At 65, I lucked out again and landed a job with a new startup 135 operator, JetSuite. It was fun flying the little Phenom Jet around the country, until that one became a "real job" as well. About 4 years ago, a new Phenom owner hired me as his private chauffeur. Now at 70, I had found that dream job. The guy was paying me handsomely to sit home and continue surfing.

Only to interrupt my paid vacation once, sometimes every other month to fly him on a short flight to HOU or SBA!

Like most good things, that came crashing down with the COVID-19.

Now, the ironic twist and why I started the letter with my 747 background story.

Shortly after my co-Captain and I (another UA retiree) were laid off from our cushy Phenom job, I get a call from a pilot recruiting agency, asking if I still had my 1st. Class Medical and a minimum of 5,000 hours PIC on the "Classic Queen?" YES, I do and I think I have double the required time, I boasted to the young lady!

I was to fly a Rolls Royce powered 747-200 test bed aircraft, test flying the beleaguered RR Trent 1000 engine, few hours a month, for about a year or so. She warned me "Captain, I hope you don't mind not having Flight Management Computers in that aircraft?"

Do you mean I can finish my 60-year flying career, on the same aircraft I loved for so many years, I asked the recruiter? (Perhaps one of the handful of Rope-Start 747's still flying in the world.)

Yes, she said, if you also don't mind sitting in quarantine for 14 days, before we can get you re-qualified in the sim!

Lady, to fly my dream aircraft one more time, I would share a cell in LA County Jail with Mr. Bubba for a couple of months, if I had to!

Sadly, the COVID did it to me again. RR cancelled the employment of the contract crew indefinitely before I was to start the sim!

Until we meet again on RUPA News, or next to the coffee machine at an FBO, stay safe my friends.

Rusty



Roger Widholm— Denver

Hello to my fellow Ruparians.

A big thank you to George Cox and everyone involved, past and present, who produce such a fine magazine. For me, it's been over a year since I said "parking checklist". I'm glad I didn't leave an engine running on my last flight.

2019 was a big year for us, retiring, and moving to Denver after 50 years in Chicago. My aviation roots were pretty deep there. It started with my Dad, born in 1922. He was Bob Widholm and was fascinated with aviation. He grew up in Chicago on Tripp Ave on the northwest west side. Walt Disney also lived on Tripp. I was told that Dad used to jump from rooftop to rooftop of the Chicago bungalows (4 ft apart) when he heard an airplane flying over.

When WW2 started, he was one of the first in line for the Navy's aviation cadet program. He learned on the Stearman (Boeing) Kaydet and BT13 Vultee "Vibrator". He eventually was a PV2 Harpoon driver on the east coast.

He loved the Navy and was not expecting the big post war drawdown, when Stearmans were buy one, get one free.

He sent out applications, just like I did 35 years later. In 1946 he was hired at \$165/month at UAL and furloughed 5 months later. He walked to the hangar next door on 55th street and was hired on May 17, 1947 by TWA, or Transcontinental and Western Air back then (both MDW hangars are still there used by SWA).

Howard Hughes was in charge then. Dad said Howard often showed up at the airport to take one of his Connies for a spin. In 1944 Hughes set one of his many records, 6+57 from BUR to DCA. (1 crew meal and 1 snack I believe, unless departure was before 8am). Historical note; on the way home Howard stopped at Dayton to give Orville what turned out to be his last flight, 41 years after his first flight in 1903. Orville observed that the Connie's wingspan was longer than his first flight. 126' vs 120'. Orville flew west in 1948.

Dad started as a DC3 copilot finishing in 1982 as a 747 Captain, an amazing 35-year technological transition. Along the way he met my mom, a hostess, had two kids, and made many friends.



"STRIKE'S OVER," Dad! Family of TWA Capt. Robert Widholm of Twin Oaks dr., Elmhurst, wave farewell as he leaves Midway airport on one of the first TWA Flights

following a 17-day strike of airline mechanics. Mrs. Widholm, a former TWA hostess waves goodbye with Barbara, and Roger. Martin 404 @ MDY (Photo from news article)

Pass riding in the 60's was not like today and Dad loved to travel. It was easy to get to Disneyland soon after it opened, the Grand Canyon, Mt Rushmore, 1962 Seattle World's Fair, 1964 New York's World's Fair, Miami beach and probably more that I don't remember. But I still clearly remember standing on the Tucson ramp in 1966 waiting to board a Connie to fly home. It was just after sunset and a 2 ship of AZ ANG F-102s did an afterburner takeoff in front of us. It sure made an impression then, just as the memory of it does now.

Perhaps that night was the foundation of who I was to become and what I did for 50 years. I was fortunate to have my dreams fulfilled. I had many exceptional role models from start to finish. I'm sure some of them are reading this now.



Dad started as a DC3 copilot and finished as a 747 Captain.

Roger

H. Lee Higginson – Los Gatos, CA

Another good year and will be 91 this month.

Luckily my health is still good, so I decided to just stay in my same house of forty odd years.

With the Coronavirus everywhere, I'm glad I didn't move to a retirement facility after becoming a widower two plus years ago.

I still play golf with friends every week, but handicap keeps creeping up. Drives not long enough, but short game acceptable.

I often reflect on the many good years with UAL and the wonderful people I encountered there.

Good memories are nice as the years pass.

Many thanks to all the RUPA "worker Bee's".

Lee

Larry Grihalva - Las Vegas, NV

Retired (?) Jan 2001. Summaries are good:

1964-1969 USAF 5 yrs
1969-2001 United Airlines 32 yrs (age 60)
2001-now G-IV Pilot 19 ½ yrs & counting

The aircraft I was managing sold last year, however, until this Virus, I was still flying 40-60 per month.

My plan was to fly another 6 months & have at least one revenue, commercial flight over 80. Unless things pick up, I may end up a bit short.

Still have my 1st class Medical and my license/training is current.

My home is Las Vegas – a great crossing road for friends and family.

Home Projects have been keeping me busy since March but now it's time for boating and fishing.

I do miss all my friends from United and the good times fill my memories. Do call

or drop by when making your next visit to Nevada.

Share a cold beer or a good martini and we can revisit the good old days.

Larry

Sherm Manchester

Thanks to all the staff. Not a lot to say this year, and not sure if this is the appropriate spot to send a letter, but I do enjoy reading the letters from everybody else.

This year I finally decided to get a new knee. Yikes, if I had known it was going to hurt this bad, I would have continued just using a cane once in awhile! As I'm writing this it has been one week since surgery, and it pretty much sucks.

Okay, here is a memory from 1965. As a navigator/relief co-pilot for Pan Am making \$500/mo. on probation I thought I should try to blend in with the rest of the 5 man cockpit crew gathered in the basement bar of the hotel in Buenos Aires.

I noticed they were all drinking Martini's, but not liking vodka (bad experience in college) or gin (learned to enjoy that later) I opted for scotch.

I did notice a few smirks when the bill came. \$5.00 for 1 1/2 oz. shot. They were all drinking the local gin at \$0.50 a drink. It seemed that hazing was not limited to fraternities, or cadets.

Until next year,

Sherm JFK/MIA/LIS/SFO

Corrinne and Jim Boyer

Hi all.

Finally catching up on my e-mails.

First, a big THANK YOU to all the volunteers who make RUPA a great organization. You're appreciated.

Corrinne and I are doing ok as are our immediate family. Corrinne, especially so. She has been the glue that is holding our group together, as she has thru-out our 64 years together.

So, stay strong folks.

Corrinne and Jim

SFO, MDW, ORD, SFO, ORD - '57 to 92.

Steve K. Scott 60/95

At this writing I am half way into my ninth decade. It has been sixty years since new hire class; March 7, 1960. Physically I'm OK....well sort of! I am about 2 inches shorter and about 12 #'s heavier. My dexterity and agility have been compromised and my equilibrium is on occasion..... challenging, and that is before Happy Hour!

As for travel, mostly by car but not too far. Stay well and positive.

Steve

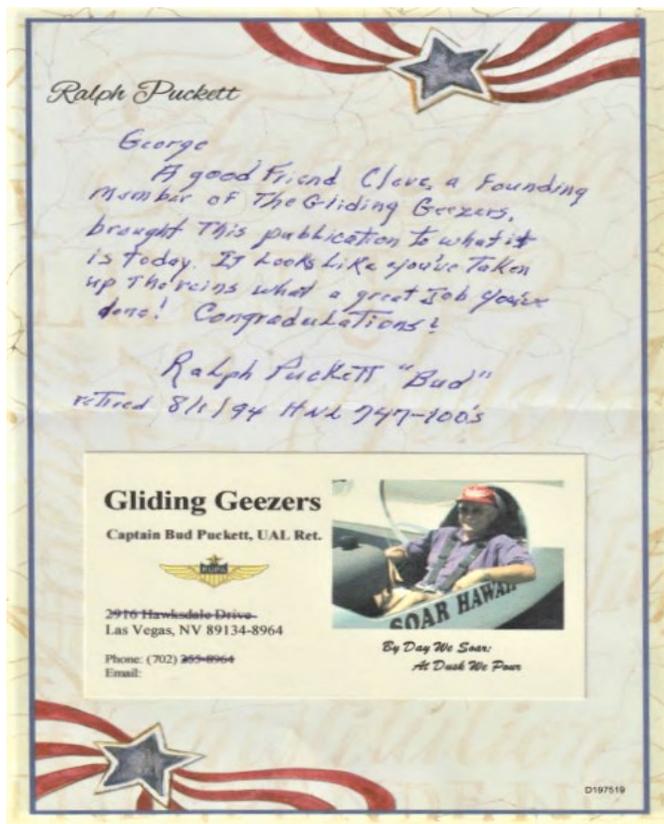
Ham – Delray Beach, FL

Every thing is still ok in Delray Beach. sort of. Ruth is 90 and I am 92. We used to eat out mostly. Now with the coronavirus, we go out less.

Kids are bugging us to get help are go to some assisted living place. We have been checking out some places. My bmw i3 is now six years old and is still fun at a stop light.

Ham UAL: 1953—1987

Ralph Puckett - Las Vegas, NV



E.K. Williams



7/7/37 and never expected to reach 7/7/20 but here it is today, as I write.

66 years since I left the mountains of Southwestern Virginia.

64 years since I first stepped on the ramp at Washington National in white coveralls to load bags for Capital under the tutelage of Charlie Duncan.

63 years since I married Betty.

59 years since I made the acquaintance of Gunnery Sgt. Monteleone when I stepped on his spit shined toe in the passageway at Indoc Batt.

58 years since Rodger Griffith (AAL ret) and I supported each other thru the trials of VT-4.

57 years since receiving the Golden Wings and reporting to HU-1 Det Echo in CVA-31, the Bonnie Dick.

54 years since I reported to UAL New Hire at Stapleton.

23 years since finishing on the Rope Start in HNL.

Common to all those years has been people. Some, as those mentioned above, have been a turning point in my life. But all my High School and Squadron mates, all of you with whom I shared the cockpit, all of you kept me straight in my left seat years, all of you in RUPA, all of you in the SSPS, have made contribution to my life.

Figured, on this day, I would take opportunity to say Thank You, One and All.

E.K. Williams '66-'97 DCA, SFO, ORD, CLE, EWR, JFK, DCA, HNL [rolling stone]

Curt Simpson--Port Orange, FL

Again, this year has been a very good one for us (number sixteen since my last 747-4 trip and number six since my last NetJets Cessna Citation flight). Nancy and I celebrated our sixth anniversary in May and I'm happy to report that all our children and grandchildren are busy, well and happy.

We did take the planned cruise last October with five other Spruce Creek couples which began in Spain and ended in Miami with several stops along the way. We flew to Rome three days early to tour (Rome was a very disappointing city--overcrowded, dirty, with graffiti everywhere, and crazy traffic), but actually sailed from the port in Civitavecchia, Spain. Perhaps our favorite stop was in Malaga, a very clean and beautiful city, where four of us toured via Segways with no cuts or bruises.

Like everyone else, our travel plans have been put on hold by the virus. There likely won't be any trip north by the Bonanza as we have done in the past several years. We do have one short cruise planned for November, but who knows if that will happen.

We feel fortunate to live in Florida during the lockdown as we have been able to be outdoors (Nancy plays tennis or golf and I can ride my bike or fly) almost every day. There is no shortage of things to do here in Spruce Creek and good friends to spend time with.

As always, thanks to all for the tremendous job you do in getting the RUPANEWS out each month.

Curt

UAL: 1967-2004 - EWR, CLE, ORD, LAX
NetJets: 2004-2014 MCO



IN MEMORIAM

Casimir "Casey" Walker



Casimir "Casey" Walker – age 85 – was born on 11-30-1934 in Chicago, IL. He died on 6-8-2020 in Highlands Ranch, CO from a brain hemorrhage.

The son of Stella Putyra and Casimir Walkowiak, Casey was raised near

Midway Airport which probably explains his love of flying.

He graduated from Lindblom High School in 1953 and joined the Army the same year, serving in Korea. Casey was able to learn to fly on the GI bill and was hired by United Airlines in 1959 as a ticket agent at Midway Airport. In 1961, he was hired as a flight engineer in Chicago. His favorite airplane was the Boeing 727. He retired on 12-1-1994 from flying as a captain on the 757/767 with 35 years at United – 34 of those years in Denver. In addition to his love of flying, he enjoyed volunteering at Castlewood Canyon State Park, participating in paleontology digs and playing golf.

Casey married Gail Shannon, a United stewardess, in January of 1962 in Minneapolis, MN. They traveled extensively, including 80 countries and all 7 continents. They lived in Franktown, CO for 45 years before moving to a retirement community in Highlands Ranch 6 months ago.

Survivors include: wife, Gail; daughters, Debbie (Patric) Bensinger and Susanne Walker; grandchildren, Stephanie (Kurt) Lemmen, Heather Spencer, Aidan, Keeler, and Kenley Sparks; brothers, Dan Walker and Ken Wukovits; and aunt, Laura Kochem.

Join us in a Celebration of Life luncheon for Casey after the Fort Logan service. Please bring your pictures, stories, and memories for sharing. The Celebration will take place at Wedgewood Ashley Ridge Event Center - 8199 Southpark Court, Littleton, CO 80120. (720) 449-3728

Alan Robert Ogden



Alan Robert Ogden, (Al, Lanny, Dad, Grandad), 86, was born in Summit, New Jersey to the family of Robert B. and Arline S. Ogden. He was married over 60 years to his beloved and devoted wife, Cecile M. Ogden.

He passed away June 17, 2020 at his home in the Wind Crest Senior Retirement Community in Highlands Ranch, Colorado after a long bout with idiopathic pulmonary fibrosis (IPF).

Following his graduation from Williams College, (BS, Chemistry), Al served in the USAF as a fighter pilot. Following his retirement from active duty, he served in the West Virginia Air National Guard, before retiring as a Major after 14 years of combined military service. He then continued his passion for flying, eventually retiring as the Fleet Captain of the Boeing 767/757 fleet after a distinguished 28-year career with United Airlines. Al is also credited with piloting the first non-passenger, instrument-only landing at Denver International Airport pending its official opening in 1995, in which he was accompanied by a Denver news crew to document the much-anticipated opening of the new technologically advanced airport.

His dedication to a long enduring faith in God and his family was supplemented with a love for golf, baseball, reading and extensive travel with Cecile. He was a member of the Raccoon Creek Men's Golf Club and loved to golf with his sons. Al and Cecile were inseparable in their Columbine Valley, CO community. They engaged in ballroom dance, bridge, and the St. Gregory's Episcopal Choir, where they have been members for 38 years.

Al's love for his family was steadfast. He was quick with a joke or one of his beloved oxymorons, yet respected as a community leader, husband, father and grandfather.

His final passing was eased at Wind Crest, where, as comfortably as anyone could have hoped, he went to join his Lord, mother, father, brothers, and many other family members and friends.

His boyish smile, contagious laughter, intellectual capability, unmatched wisdom, and unconditional love will live on with those who were so fortunate to know, and forever love him.

Al is survived by two sons, Robert Ogden of Littleton, CO, Jeffrey Ogden of San Antonio, TX; one grandson, Taylor Ogden; two granddaughters, Emily Ogden, and Catherine Ogden; daughter-in-law, Barbara Ogden; daughter in-law, Sarah Ogden; sister, Joan Ogden and brother, Neal Ogden. He is predeceased by his brothers, Bruce Ogden and Richard Ogden.

With his family members and invited friends, a private funeral service will be held at 10:00 AM on June 29, 2020 at St. Gregory's Episcopal Church, 6653 W. Chatfield Ave, Littleton, CO 80128. The service will be streamed live and may be viewed using the Facebook link at www.saintgregs.org. A recording of the service will also be viewable using the YouTube link at www.saintgregs.org.

In lieu of flowers, donations may be made to the Idiopathic Pulmonary Fibrosis Foundation (ipffoundation.org), St. Gregory's Episcopal Church(www.saintgregs.org), or a charity of one's choice.



Wallace “Wally” LaRue Weller



Wallace (Wally) LaRue Weller flew West from Anacortes, WA on June 18, 2020 with his “keep smiling” attitude and his wife of 57 years Joanne and children Dana and Scott beside him.

Born April 8, 1936 in Chicago, IL, Wally grew up near Valparaiso, Indiana at

Lake o’ the Woods Club – a 140-acre property that Wally’s parents helped establish as a “Nature” (i.e. nudist) Club in 1933. Wally’s father, LaRue Bolling Weller had migrated north after growing up in Louisville, Kentucky, a 4th generation decedent of William LaRue Weller, a pioneer in his own right. William LaRue established the W.L. Weller distillery in 1849 to produce the first “wheated” bourbon, a mash bill that is still revered as one of the finest bourbons in the world.

Growing up at the lake with his sister Mebs, Wally played an active role in turning a tent into a cabin and later into a house with running water – skills he would rely on many years later constructing his own family home on Mercer Island, WA.

After high school years of band, Indiana basketball and summers at Culver Academy, Wally entered the Navy ROTC program at Purdue to study aeronautical engineering, and in 1957, received his private pilot’s license. After graduation and commissioning, he was off to Pensacola, FL for Navy flight school, receiving his “Wings of Gold” in February 1960. A squadron assignment to Helicopter Anti-Submarine Two at Ream Field in San Diego

followed, in preparation for multiple deployments on the USS Hornet. Returning home from one cruise, Wally met his future bride Joanne Devoe in Honolulu, the start of a long and happy life together. After leaving the Navy, they began family life, and Wally started what he later described as “a fantastically enjoyable career” with United Airlines.

During 30+ years and almost 16,000 hours of flying for United, Wally flew everything from DC-6 to 747s out of Chicago, SFO, LAX and finally Seattle, settling on Mercer Island for the majority of his time with the airline. Retirement meant a move to another island, Blakely in the San Juans, but again on the water with an aircraft always at the ready. As a private pilot, Wally enjoyed a Cessna on floats, Lake Amphibian and his 20-year home built project – a Seawind composite four-seat amphibian.

But despite 84 interesting years filled with activity and achievement, Wally’s greatest gift was simply being himself. He was a father, husband, grandpa, uncle, brother and friend with a twinkle in his eye and a smile on his face. He had the ability to shine his light on someone and make them feel settled, comfortable and loved. Those that had the opportunity to know him returned that love in the same genuine way it was delivered. He was as authentic as he was playful, and always had a word of advice or support from which to learn. Wally’s family and friends are better people for our time with him and words can’t capture how much he will be missed.



United Airlines Pilots Retirement Foundation

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

GORDON HENRY “HANK” KYSER JR.

Aug. 29, 1942 – Feb. 14, 2020



Gordon Henry “Hank” Kyser, Jr., passed away on St. Valentines Day, February 14th, 2020, in Loveland, Colorado, three years after being diagnosed with vascular dementia; he was 77 years old.

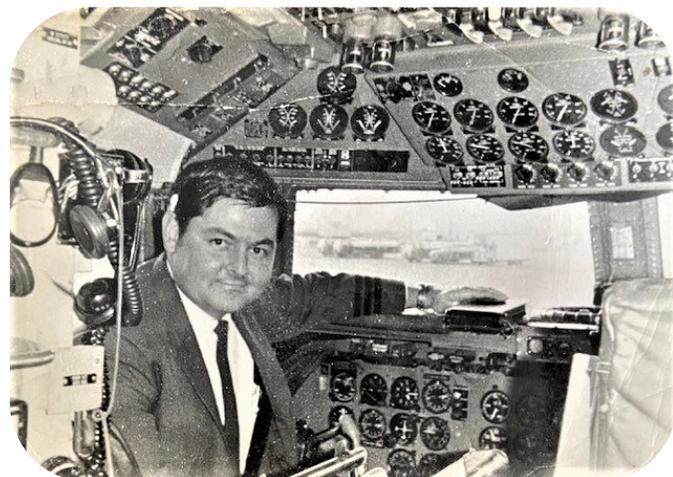
Born in Mobile, Alabama, his father a National Airlines manager and his mother a nursing education instructor, Hank was the very definition of an “airport kid.” He was immediately drawn to aviation, looking skyward when he heard the sounds of approaching aircraft. After his father’s position at National Airlines took the family to Miami, he would grow up within walking distance of Miami International Airport and the notorious “Cockroach Corner”. He spent his childhood years with his father at National’s operations office, listening to tales of swagger and adventure shared by former airmail, bomber and fighter pilots turned airline pilots. Coming of age in the shadow of World War II and the Space Race, it was all but a forgone conclusion he would one day take to the skies as a professional aviator.

His aviation career began in his early 20s when he was hired by United Airlines in 1965 as a DC-6 Engineer. As the transition to the jet age gathered speed, he saw technology streamline and reshape the flight deck from one commanded by navigators and engineers to two professional aviators piloting the behemoth Boeing 747. During his 37-year career with United, he flew a variety of Boeing and Douglas aircraft, held pilot training positions at the Denver training center and volunteered for various positions to support the Air Line Pilots Association (ALPA). He piloted his final flight as a Boeing 747 captain from Tokyo to Honolulu in January of 2002. Post retirement at age 59 and one half, the seasons were split between Estes Park, Colorado and Maui, Hawaii. In 2015 Hank grew into the role as informal advisor to his sons labor advocacy at

NJASAP, the labor Union representing the 2500 pilots of Netjets. Hank’s commitment to the profession transcends his time actively working as a pilot.

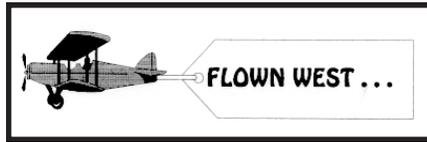
Indisputably, Hank was a wealth of knowledge with a practical, safety-centric approach to everyday life: His pragmatic style was an endless source of angst to his teenage children – especially when an almost sixth sense of prediction proved correct. His indefatigable pursuit of knowledge, aviation expertise and steady, reliable guidance would motivate his sons to nickname him “Dispatch” – a moniker he relished.

Married 49 years to Jean Harrison-Kyser of Lansing, Michigan. Jean and Hank met in San Francisco before relocating to Colorado in 1972, where they remained. “Jeanie” was Hank’s North Star throughout their 49 years and this star shown brighter throughout his illness giving him comfort and grounding as his primary caregiver.



Hank, age 24. On top of the world as DC6 Engineer, United Airlines, Los Angeles, CA.

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



| | |
|------------------------------|---------------|
| Jack Wink | Mar. 15, 2019 |
| Gorden "Hank" Kyser, Jr. | Feb. 14, 2020 |
| Casimir "Casey" Walker | Jun. 08, 2020 |
| Alan Robert Ogden | Jun. 17, 2020 |
| Wallace "Wally" LaRue Weller | Jun. 18, 2020 |

**denotes RUPA non-member*



HIGH FLIGHT

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

John Gillespie Magee, Jr., September 3, 1941



RUPANEWS Deadline: 15th of Each Month

RUPA's Monthly Social Calendar

Arizona

Phoenix Roadrunners (2nd Tuesday)—*Bobby Q Restaurant*—623-566-8188
Tucson Toros (Dates vary) Contact Randy Ryan for Info—520-797-3912—randyryan40@msn.com

California

Dana Point CA (2nd Tuesday)—*Wind & Sea Restaurant*—949-496-2691
Los Angeles South Bay (2nd Thursday, even months) - Location TBA — 310-378-6855
Monterey Peninsula (2nd Wednesday)—*Edgar's at Quail Lodge*—Please RSVP—831-622-7747
SAC Valley Gold Wingers (1st Monday, 12:00)—*Cliff House of Folsom, Folsom, CA*—916-941-0615
San Diego Co. (2nd Tuesday)—*San Marcos CC*—858-449-5285
San Francisco Bay-Siders (2nd Tuesday, 11:00 AM)—*Harry's Hofbrau*, Redwood City, CA—650-349-6590
San Francisco East Bay Ruparians (2nd Wed. 1:00 PM)—*Primavera Restaurant, San Ramon, CA*—925-735-1946
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*
The FAT Flyers (2nd Friday, 0730) *Yosemite Falls Café, Clovis, CA*
Thousand Oaks (2nd Thursday on odd months)—*Sunset Terrace, Janns Mall, Thousand Oaks, CA*—805-497-4847

Colorado

Denver Good Ol' Boys (2nd Tuesday 11:30AM)—*The Tin Cup Bar & Grill, Aurora, CO*—Tom Johnston 303-979-7272

Florida

JAX Area: Florida First Coasters (1st Tues. 1300 hrs)—*Loc TBD*—Guests Welcome, Jim Peterson 970-201-6149
N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC*—386-760-9736
Sarasota Sunsetters (2nd Tuesday, Jan, Mar, May, Sep, Nov)—*Geckos Bar & Grill*—941-807-6727
S.E. Florida Treasure Coast Sunbirds (2nd Tue.)—*Shrimper's restaurant, Stuart, FL*—561-756-4829
The Ham Wilson S.E. Florida Gold Coast (2nd Thursday)—*Galuppi's Restaurant & Patio Bar*
S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers*—239-540-9112
Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill*—727-787-5550

Hawaii

Hawaii Ono Nene's (To Be Announced, Call Janet Ishikawa, 808-779-7400)—*Mid Pacific Country Club*
Big Island Stargazers (3rd Thursday 11:30AM)—*The Fish Hopper, Kailua-Kona*—808-315-7912 or 808-334-1883

Illinois

Greater Chicago Area Group (2nd Tuesday, March, July and November)
(*Nick's Pizza and Pub, 856 Pyott Rd, Crystal Lake, IL*)
The Joe Carnes RUPA Group (2nd Tuesday, January, May and September)
(*The Golf Club of Illinois, 1575 Edgewood Dr., Algonquin, IL*)

Nevada

Las Vegas High Rollers (3rd Tuesday) — *TBD*
Reno's Biggest Little Group (4th Wednesday)—*Sparky's Sports Bar - or—BJ's Brewhouse*
Call Gary Dyer 775-250-2672 or Lyle U'ren 775-232-0177

New York

New York Skyscrapers (June & October)—*Rock Spring Golf Club, West Orange, NJ*—psofman@gmail.com

Ohio

Cleveland Crazy's (3rd Thursday)—*TJ's Wooster* (Always coed.)—330-653-8919

Oregon

Oregon Coasters (1st Wednesday, 12:00)—Call for monthly restaurant in Florence, Larry 541-999-1979
The Columbia River Geezers (2nd Tuesday 11:00)—*California Pizza Kitchen, Clackamas Town Center* 503-659-0760
Call Steve Barry, 503-679-9951
The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville*—541-245-6896

Texas

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

Washington

PNW Flyers (To be announced) 916-335-5269
Seattle Gooney Birds (2nd Thursday 11:00AM)—*Airport Marriott*—360-825-1016

Washington D.C.

Washington D.C. Area (3rd Wednesday, Jan, Apr, Jul, Oct)—*J.R.'s Stockyard Inn, McLean, VA*—540-338-4574
Williamsburg, VA (2nd Saturday 11:30)—*Victoria's Restaurant, VA* 757-585-2815

From:

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