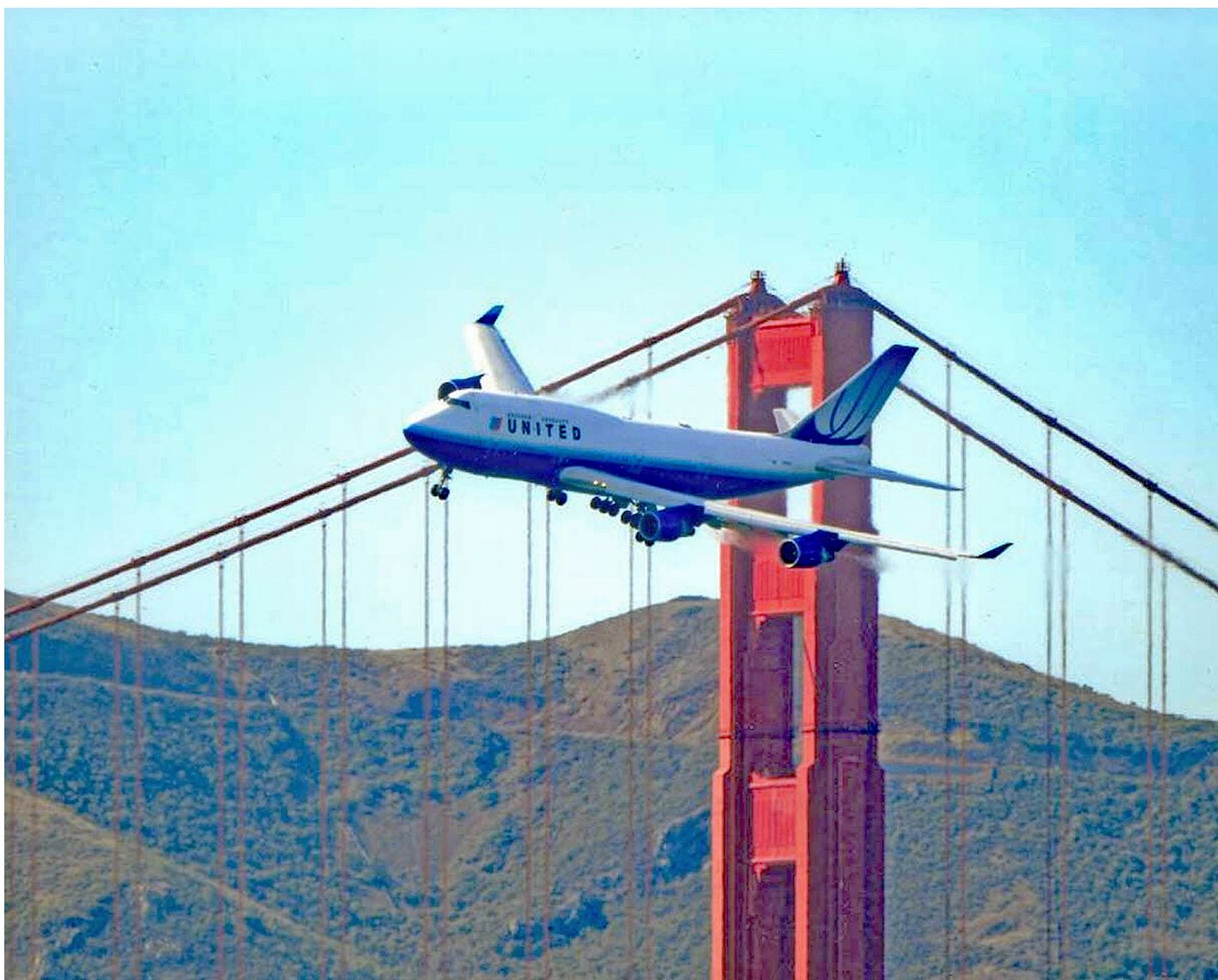

rupanews



Journal of the Retired United Pilots Association



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President's Letter

What an absolute pleasure to be writing to you as the current RUPA President. I will emphasize, again, that I consider this an absolute honor to be serving you and the Board of Directors. I will attempt to maintain the high standards of RUPA and encourage camaraderie and the social aspects we have all become accustomed to with this organization.

That being said, it seems quite frequently, we are always expressing our concern for victims of some tragedy or hurricane. Currently, Hurricane Dorian is making its way up the east coast of United States. And so, our immediate concern is for the safety of all the individuals including RUPA members who may be impacted by the storm. We hope that this hurricane has minor damage to the affected areas.

It is with great sadness to report the passing of Captain Al Haynes. Of course, you all are intimately familiar with Captain Haynes and the DC-10 that he flew on Flight 232 on July 19, 1989. The aircraft experienced the complete loss of hydraulic power flying near Sioux City, Iowa. He will be forever remembered for his aviation skills to guide his airplane to a somewhat controlled landing in Iowa. He saved many lives that fateful day and his name will be legendary in the annals of aviation. His celebration of life has been celebrated at the beginning of October in Renton, Washington. Captain Haynes' family has requested in lieu of flowers, please donate to your own favorite charity.

Also, after this letter has been written, the RUPA Reunion will have occurred in Dayton. With the Wright Brother Museum tour, the Air Force Museum tour and the dinner with our guest speaker Bryan Quigley, I am going to speculate that we all had a great time. Much appreciation needs to go to Rich Bouska for being the co-chairman for the wonderful event. I will have more details in the November *RUPANEWS* magazine.

I am very happy to report United Airlines will be adding three international routes from Newark, one from Chicago and increase existing service from Denver, San Francisco and Newark on four key routes. There will be new service to Nice, Palermo and Curacao. Additionally, there will be new non-stop service to Tokyo Haneda from ORD, IAD, LAX and EWR.

If you fly Norwegian Air, they have announced the discontinuation of transatlantic flights. New Zealand has imposed a tourism tax for flying there and the gov't has issued a new entry requirement for passengers to be approved by the New Zealand Electronic Authority.

We would like to welcome our newest RUPA members:

Capt Randy Cheshire (SFO) Parker, CO. Capt Larry Klauer (IAD) Hummelstown, PA.

Capt Van D. Pinner (DENFO/DENTK) Fort Collins, CO Capt John Rediger (SFO) Pleasanton, CA.

Still Flying High, *John Gorczyca*

Attention Snowbirds

It has been brought to our attention that some of you are not aware that the Post Office will only forward magazines to your new address for 60 days. That is why you must notify John Rains, our Sec/Treasurer, when you head to your seasonal residents. Both your addresses are kept in our database, so it is easy for him to switch them. Please let him know by E-mail or by Snail Mail.

E-mail

rupasectr@rupa.org

Or mail to:

RUPA

PO Box 757

Stowe, VT 05672

About the Cover

This picture is of the UAL 747 Flyby at SFO Family Day and Fleet Week Air Show 2015.

Vice Presidents Letter

The RUPA reunion at Dayton brought an opportunity for many of us to unite and visit again. Tours of the WPAFB museum and Wright Brothers Museum allowed us to see numerous aircraft and displays of aviation history.

Speaking of the Wright Brothers, how many of you are aware of the “Wright Brothers Master Pilot Award”? This prestigious award is presented to pilots that have 50 or more years of flying experience. The FAA will send a representative to a location of your choosing to present the award. Many of my friends have tied this presentation in with a luncheon party. Perhaps you could have your “Master Pilot Award” presented at a RUPA luncheon? Imagine the fun of watching a few of your peer’s scatter when the FED’s show up! Flying for +50 years is really something to be proud of. I encourage you to review the qualifications and apply. More information can be found at: <https://www.faa.gov/content/MasterPilot/>

UAL 747 Flyby at SFO Family Day and Fleet Week Air Show 2015.

The SFO Fleet Week Air Show is October 11 through the 13th this year. UAL will be flying 2 flight demonstrations per day on Friday, Saturday and Sunday using the Boeing 757 and Boeing 777 aircraft. The planes will be crewed by UAL flight test captains and operated from SFO. Captain Joe Sobczak, Captain Randy Abraham and Captain John Mawhinney will take turns flying the left seat during the demos. The FAA has certified the pilots to fly the show at speeds up to 300 kts and as low as 200’. The flights present the company logo and beautiful lines of the aircraft with the city of San Francisco and Bay area in the background. Viewing locations are best along the shoreline from the city to Crissy Field.



United Airlines will be conducting “Family Day” on Sunday October 13, 2019 at the SFO Tech Op’s Base. This event is tied in with the Fleet Week Air Show. Search “SFO Family Day 2019” on the Flying Together website. Numerous displays and UAL aircraft will be presented during the event.

October brings the tradition of Halloween. I’ll take liberty with this tradition to share the “wm” signature at the end of the VP message. Wolfman Jack was a very popular DJ at WABC in the 60’s. My childhood friends began calling me The Wolfman and the nickname never left me. I don’t think anyone at United actually knew my first name was Don, so “Wolfman” it is. If you want to know why the letters are in “small font, you’ll have to ask UAL ret. Captain Wayne Mooneyham about that one.

Don Wolfe
Cheers! *wm*

How to pay your RUPA dues

Go to our website www.rupa.org and pay your dues there with your credit card (Easy for you and for the Secretary Treasurer)

Or send your check to:

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PO Box 757
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Ways to Make The Secretary/Treasurer's Job Easier!

I thought it was time to update how we're doing things as it applies to the Secretary/Treasurer.

Dues Payment: More of you are paying your dues online (rupa.org)and we have focused on enhancing that capability. Improvements include:

1. It's easier to know how much dues are (\$25/year).
2. You can make your payment for multiple years.
3. You can make a donation.
4. Note: When you put in your card's expiration date use 4 digits, no slash! ie 1019, not 10/19.
5. You can sign up for annual recurring payments.

Over 550 of you have taken advantage of the recurring payments and it works great.

Change of address/email: A benefit of paying by credit card online is that when you fill out the form I get your current address and email and file number. Many times I find a difference from what is in the database and I can make the change.

Checks: The process of dealing with checks for me is difficult. It takes a lot of time doing the things required to deposit the check. The website, where you use your credit card, is secure, less costly, and almost instantaneous. And, as an added benefit to yours truly, I can do it from anywhere I happen to be.

Mail: The U.S. mail is the least effective way of getting things done. For example, I get letters with a request to make an address change. If you have an email address you can send me an email and tell me to make the change. Email is faster and I can reply to you that the address change has been accomplished and then, in turn, you will also know.

RUPANEWS by email: Over 200 of you currently get the *RUPANEWS* by email as a pdf file. (PDF file requires "Adobe Acrobat" which you probably have on your computer anyway).

I send out the email version of the *RUPANEWS* on the first of the month. If you are getting the hard copy you wait for the Post Office to send it to you.

You can have it now! Please just tell me you want *RUPANEWS* by email. Then it will be sent to your device! For you "old guys" that means cell phone, computer, IPad, etc. Pretty cool, eh? It's a no cost item for the organization. This means you can have both "hardcopy" and "email" if you want. Just let me know.

Also, the fewer hard copies we send out the less we pay for printing and distribution. A win for the organization. I have begun sending a pdf file of the current issue to new members when they join. I have gotten a very positive response. If you're not saving each issue as a memento, consider going to email. You can always print it out. Shoot, you can print out as many copies as you want.

Snowbirds: Many of you move seasonally. To let me know of a move, a simple email is best. If you send it to me by the 15th of the month then you won't miss an issue. If you had chosen "email", you would have the issue on the first of the month, on your device, with no concern about where you are. And, you no longer need to tell me when you move! Personally, that is my favorite choice.

One last thing: letters to the editor. They go to rupaeditor@rupa.org. You may think no one cares about what you've been doing. This doesn't mean the rest of the RUPA members don't care. I always look forward to scanning the letters for the guys I know. And, it's a good chance to reach out to them and give them a ration of abuse. It's what we do, right?

John Rains

Would you like to receive the RUPANEWS by E-Mail?

If so—Please send an email to our Secretary/Treasurer

rupasectr@rupa.org

The Columbia River Geezer's RUPA Luncheon

A good time had by all at our most recent Columbia River Geezer's luncheon held on September 10, 2019. What a beautiful pre fall day to gather for lunch in our very small corner of the world at CPK's (California Pizza Kitchen) located in Happy Valley OR. Ten Geezers seated around the table which also includes John Cooper a US Air retired Captain who grew up in Hood River OR.



Seated first on the left then moving clockwise is Mike Thomas, Mike sold each of us a 5\$ raffle ticket for a drawing to be held by his local Rotary Club. First prize, four cases of wine "Chateau Lafite Rothschild"....not? Sam Richardson just return from Flat Head Lake Montana. Sam and his wife Alison recently purchased a home in the Flat Head Lake area as well as an Aircraft Hangar to house his very nice Cessna-180. During the OR summers Sam spends time there and in the mountains of Idaho instructing backcountry flying. Ron Blash was in the back country this past summer with Sam in his back seat. "Sam kept me safe and sound" while flying about in and out of many of Idaho's challenging back country airports. Ron and his wife Candy just returned in their Carbon Cub from Nehalem Bay State Airport (3S7) located on the coast of Oregon. A very nice airport with Camping facilities and within a short walking distance to Manzanita Beach and town. Steve Barry and John Cooper (across the table) just spent several days in Alaska with a couple of float planes in and out of Alaska lakes rivers. They were up in the beautiful state fly fishing and having a great time camping with two other civilian pilots. Tony Passannante at the far end of the table was on a reserve day hanging out with us at lunch. He must have had his uniform and Apple I Pad/ Flight Bag in his car? Rusty Harrison just put his Bonanza aircraft's panel back together. You might remember several months ago I included a picture of Rusty's aircraft disassembled panel prior to completion, it looked like a huge panel of spaghetti wire going everywhere but in the right direction. You should see his panel now; it is beautifully put back together with an all new avionics GLASS panel. Rusty did point out that he hasn't turned on the master switch yet to test everything to make sure it is operating properly???

Doug Howden is planning another trip to Belgium where he wants to trace Belgium's history revolving around World War One. John Cooper. Then Mac McCroskey is getting his Boat/Yacht positioned and ready for winter. Last but not least is Lew Meyer. Unfortunately, I did not converse much with Lew so cannot report on what he is up to?

Part of today's conversation revolved around the fact that although we get positive space 20% off of our United purchased tickets it is becoming apparent that you can still find better fares online. Remember though we get two 70# bags checked free at United. Another issue brought to the table was with regard to United recent announcement of "important information about your United Airlines retiree benefits." The information arrived in my home mailbox a week or so ago. It explained what to expect after converting our existing "Aetna Medicare plan to an Aetna Medicare Advantage ESA (Extended Service Area) PPO plan with SilverScript Advantage PDP (Silver Script) prescription drug coverage." That's a mouthful. We

lobbied the table, some knew about it as they had received the WHATS NEW FOR 2020 GUIDE in the US mail. Some did not as they were insured by other means and some of us under United's current plan had not, as of yet, receive the guide in the mail. Some had received a phone call from a person representing a call center hired by United to discuss the new Retiree Medical Plan. What caught our eye in the information packet was the use of the word "SIMILAR" when attempting to briefly describe the new Advantage Plan versus the current plan. Why not just leave alone what's working well enough for all of us now? You just got to believe that United is doing this for their bottom line and not to financially help us, loss of pension, retired pilots. Oh! there is one thing United pointed out that if we were to "opt out" of the new Advantage plan we can never return to a United plan (my interpretation). Keep in mind, in the Advantage Plan, we all get to become "Silver Sneaker" members which from what I've heard entitles us and spouses under the new plan to become a member of certain athletic clubs??? I'll close with the Athletic Club comment but still must ask knowing that when I retired, I retired with \$50,000.00 of life insurance (LI) and then, after 5 years of decreasing LI, I would wind up with at least \$10,000.00 worth of LI no matter what my age. Remember, that LI was negotiate away which enabled then pilot retirees to retain our then current medical insurance? My question is this, why are we not able to have any say other than to "OPT IN OR OPT OUT," take it or leave it, when United comes along with a new medical insurance plan which I am sure saves them money and not the retirees???? (See report on the Aetna Medicare Advantage on Pages 28 and 29, Ed)

Looking forward to our next Geezer get together on the second Tuesday of October. Regards, *Ron Blash*

Oregon Coasters RUPA Luncheon

Fall is just around the corner and the weather on the beautiful Oregon Coast has never been better! Call it Global Warming or Climate Change, or just Good Fortune, but the weather in Oregon has been like Southern California is supposed to be. Nice sunny days, warm temperatures and beautiful sunsets along our stunning pacific coastline.



L to R: Tom & Bonnie Vanderwest, Crystal and Larry Farnsworth, Lois Becker & Bob Tanons, Dick Markee and Thelma Walker. (Yes, we all think we still look like the royal Aztecs in the picture behind us!)

We enjoyed a sumptuous lunch at Rosa's Mexican Restaurant on Highway 101 in Florence, Oregon. Our crowd was small this month inasmuch as several of our group are traveling, some to Europe and other exotic locations.

This month we did some catching up on various future travel plans. Trips are planned to Madrid and Portugal (Tom and Bonnie Vanderwest), Tahiti (Dick Markee and Thelma Walker, Reno Air Races (Larry and Crystal Farnsworth), someplace wild in Mexico, maybe San Felipe, (Bob Tanons and Lois Becker).

Lively discussion ensued with one of the topics being about the Aetna Secondary Insurance some have as compared to Medicare Supplemental plans. You need to be an insurance and Medicare expert when you retire.

A tribute to Captain Al Haynes was made as we all raised a glass in tribute to this wonderful and humble hero who, with his crew, managed to land a severely crippled DC10 on July 19, 1989. Captain Al recently passed away on August 25th.

Oregon Coaster's Luncheons are on the 1st Wednesday every month and will continue at Rosa's Mexican Restaurant. All are invited to attend or visit. *Larry*

The Monterey Peninsula (August) RUPA Lunch Bunch

Our delayed August luncheon was moved to August 21st because of “car week” on the peninsula the week before. Quail Lodge is one of many venues that showcased cars and the crowds. Traffic is extraordinary despite seeing some fabulous and rare cars, but for the locals it becomes a week of avoiding the venues, watching out for the “special people” who drive like they own the roads, and of course the DUIs 24/7.



Starting left rear moving in a “U”: standing our host Pete Walmsley, Phyllis, Cheryl and Ken Bohrman, Terry and Steve Filson, Ed and Pat Manning, Sunee Jines, Judy and Carlos Quintana. Yours truly is not in the picture.

We had a beautiful day to enjoy the comradery with many of our usual suspects out-of-town. We talked briefly about the recent New Zealand travel eblast, the Manning’s shared their fun on the recent RUPA cruise, others shared where they’ve been and where they’re going, information about the October RUPA reunion in Dayton was discussed, and Pete took reservations for our annual golf tournament on September 11th at Quail Lodge. Out-of-towners are welcome to play – contact Pete at: PeteWalmsley75@gmail.com.

Our next RUPA luncheon and golf tournament is September 11th at Edgar’s in Quail Lodge. Please RSVP for lunch by noon the Tuesday before.

Hard to believe 9/11 was 18 years ago, the ramifications of that attack still reverberate throughout our lives. My memory of flying that day is just as tangible and fresh as on that Tuesday.

In memory to all who were killed or injured, *Phyllis Cleveland*

The Monterey Peninsula (September) RUPA Lunch Bunch

September brought us warm weather and clear skies for our Annual Golf Outing. We started with the usual lunch at Edgar’s at Quail Lodge.

Our lunching group consisted of Ed and Pat Manning, Phyllis Cleveland, Pete and Donna Walmsley...our hosts...Thank You...Carlos and Judy Quintana, Jack Cowles, Mark Ziemendorf and Jane and Jon Rowbottom.

Mark was a 1978 United New Hire and was furloughed in 1981. During his furlough he established a new career in Commercial Real Estate in the Silicon Valley. Mark choose to forgo his recall and recently retired after a very successful career. Aviation is still in his blood and he is a welcome addition to our group.

Being 9/11, Phyllis took a moment to lead the group in remembering the victims of that horrific day as well

as the crews and passengers on the flights. In addition, we remembered our departed MRY member, Barrie Nelson, who Flew West on 9/11 2017. We have missed Barrie's stories which were such a part of our monthly gatherings.



Having fortified the golfers for the competition, L to R: Mark Ziemendorf, Jon and Jane Rowbottom, Jack Cowles, Pete Walmsley, Judy and Carlos Quintana, hit the driving range in preparation for the Links Battle. The warmups were slightly less than impressive. The leader board at the end of the round had Carlos Quintana in First Place. Honorable Mention goes to Jack and Pete. We enjoyed a drink at the 19th Hole to top off our day and a big Thank You to Pete for sponsoring our event and acquiring a great Airline Discount on the Green Fees.

Our guest speaker for the October 9th luncheon is teen Riley Speidel. Her father is current UAL pilot Jake Speidel. Riley's presentation will cover her solo flight in a powered glider from Watsonville, CA to Maine this summer. The meeting will start at 11:00 at the "Garden Room" off the main lobby of Quail's Golf Center. Lunch at Edgar's will start around noon after the presentation. As usual, RSVP's to Phyllis Cleveland by noon on the 8th. *Jon Rowbottom*

**THE OLD ONES ARE
STILL THE BEST.
OLD JEANS, OLD
BOOTS, OLD FRIENDS,
OLD MOVIES, OLD
TUNES, AND OLD TIMES.**

S.E. Florida Treasure Coast Sunbirds RUPA Luncheon

As all of you have heard, Hurricane Dorian gave SE FL a HUGE break by turning to the North just before hitting our shoreline and for the most part - stayed out over the Atlantic pretty much before making landfall in GA and the Carolinas. However, The Bahamas were wrecked, and its citizens are receiving much needed assistance and donations from many different sources.....and those poor people sure do need it. May God Bless them all. Our Hurricane Season here in FL lasts thru the end of November, so we still have 2½ months to go - let's hope and pray that our good luck continues.

We had nice WX at Shrimper's and there were 7 of us that managed to get together. As you can see in the picture.



(L-R): Paul Ramdial, Ted Osinski, Bob Langevin, Andy Lambert, Jim Dowd, Dick Starita and Jack Boisseau.

Some of our discussions involved Jack Boisseau's difficulty with the Feds and the paperwork to get his C-182 properly Registered and Licensed; several stories involving major airlines landing at the wrong airport ☹; 'exciting' Crosswind Landings that some of us have experienced and Boeing's difficulties in dealing with the 737 MAX fiasco. As usual, our view of Manatee Pocket was outstanding, the food and service (provided by Megan) was excellent and we all had a GR8 time together. Needless to say, our Snowbird Season will arrive before too much longer and we are looking forward to the return of our Winter members!!! (Hurry up guys, 'Come on Down')

Speaking of Seasons ... in preparation for our SPECIAL RUPA Luncheons in December and February (when we invite our ladies to join us in celebration of the Holiday Season and Valentine's Day) - I have RESERVED a Private Room for our Luncheons at The Prawnbroker (on E. Ocean Ave. in Stuart) on Wednesday, Dec. 11th and Tuesday, Feb. 11th, 2020. So, be sure to SAVE THOSE 2 DATES so that you will be able to join us. We will meet at our usual time of 11:30 and will order from the Menu. I'll provide everyone with more specific information as time gets closer.

Our Luncheon Meeting in October will be on the 8th at Shrimper's in Stuart starting at 11:30 - so if you happen to be in the area, please stop in to join us, we'd love to have you. We expect that a few of our Snowbird members will be back by then...so we'll have a larger group to 'hang out' with and tell lies to. Meanwhile, sit back, relax, grab an Adult Beverage or 2 and watch College & Pro Football, the Baseball Playoffs and the start of Basketball and Hockey Seasons. That's about all for now but I'll be back in touch in about a month or so. ☺

Cheers and Best Regards, *Bob Langevin*(MIAFO, CLEFO and ORDFO)

The Ham Wilson S.E. Florida Gold Coast RUPA Luncheon

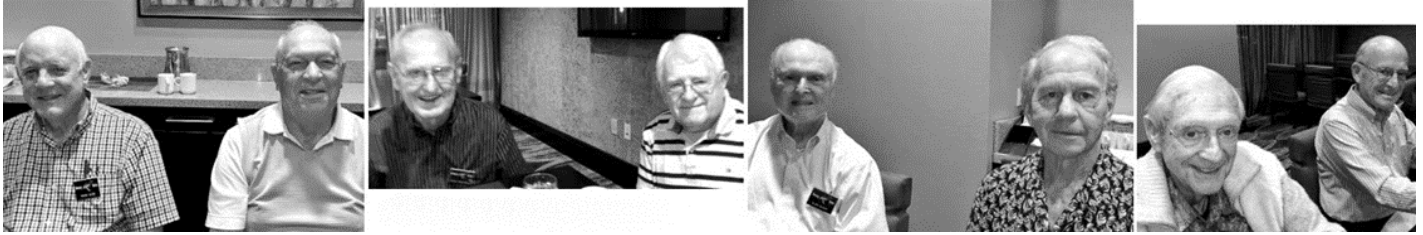
We had a nice luncheon at the usual Spot Galluppi's at the Pompano Beach Airport and Golf Course. The usual clamor existed as we debated low key subjects like world hunger, Presidential Politics, Gun Rights, Past Hurricanes and Future Hurricanes as we are more than halfway through the Hurricane season in South Florida.

Those attending Clockwise: Dave Friend, Ham Oldham, Stan Baumwald (NWA retired), Gene Anderson, Bill Garrett, Jim Morehead, Bob Engelman, Art Jackson, Paul Ramdial and June Jackson being the Photographer.

We expect some of the snowbirds to begin returning to South Florida next Month and the October lunch will be on October 10, 2019 which is the second Thursday of the month. *Jim Morehead and Art Jackson*

Seattle Gooney Birds RUPA Luncheon

Thursday, Sept. 12th, 2019 Seattle Gooney Birds met for lunch at the SeaTac Marriott. The Chef's midday menu includes a wide variety of choices, all tasty and well-presented. Excellent service by David and Alex was much appreciated.



L to R: Hank Kerr, Bob Howard, Chuck Westpfahl, Gerry Akerson, Alan Black, George Johnson, Jack Brown and Bill Jensen.



L to R: Herb Marks, George Brown, Bud Granley, Bob Reid, Rob Robison, Veronica Johnson, Kathy Black, Carol Granley.

Highlight of the day was a brief appearance by Herb Marks, chauffeured by his wife Ruthann. Herb's recovery from a fractured femur has progressed nicely and he was in good humor, as usual. Also present after a short absence was our resident B-29/DC-8 driver Chuck Westpfahl. Chuck has amassed an enviable luncheon attendance record over the years, and it is always a pleasure to see and chat with him.

A huge upcoming event was discussed: the Oct. 5th, 2019 Celebration of Life for Seattle Captain Al Haynes. A record turnout is expected.

The big social gathering for September is Bill and Kathy Sanford's BBQ bash on the 12th at their acreage on the Kitsap peninsula near Olalla. Last year's party was a huge success and word is that the Sanfords intend to make this an annual event.

Conversations today included discussion of the DC-6 and Viscount days and the advances in flight training over the years. Another ever-favorite topic was the wide variety of pilot-owned aircraft. Alan Black passed around a thick 1964 USN manual covering aerodynamics and loaded with graphics and other illustrations.

Also mentioned was Aetna's current telephone project to contact all 37,000 UAL retirees to provide information on the important insurance changes effective 1-1-2020. *Hank Kerr*

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3. Paid Distribution Outside the Mails (Including Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Paid Distribution Outside USPS® (e.g., First-Class Mail®))		0	0
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5. Total Paid Distribution (Sum of 1b (1), (2), (3), and (4))		3,044	3,027
6. Free or Nominal Rate Outside-County Copies Included on PS Form 3541		0	0
7. Free or Nominal Rate In-County Copies Included on PS Form 3541		0	0
8. Free or Nominal Rate Copies Mailed at Other Classes Through the USPS		0	0
9. Free or Nominal Rate Distribution Outside the Mail (Carriers or other means)		0	0
10. Total Free or Nominal Rate Distribution (Sum of 1b (5), (6), (7), and (8))		0	0
11. Total Distribution (Sum of 1b (5) and (10))		3,044	3,027
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 Clive G. Spring, Manager and Editor
 Date: 9/10/2019

19. I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).

DCA Boy's Nite Out

The DCA RUPA group had a very good summer reunion on August 21, 2019 at the Schmankerl Stube German restaurant in Hagerstown, MD.

We try and recreate our wonderful layovers in Frankfurt, Germany complete with the special dish, Knusperige Schweinshaxe, or pork shank!

There was a complete surprise waiting for us...the table next to us was occupied by the sister and brother-in-law of an infamous former pilot of the Washington domicile, Bill Oprendeck. Bill was well known for many exploits outside of his United career...fast motorcycles and Pitts Specials, just to name a few! Well, they immediately called Bill at his home in Arizona and we each had a long conversation with him.



Around the table, starting on the left: Pierre Ney, Gary Cook, Dave Strider, Stokes Tomlin, Charlie Schwab (PAA), EK Williams and JC Black with his model of a DC-8 that he built 50 or so years ago!

We hope to have another reunion in October. Will have to settle on the date, perhaps the restaurant reconstruction will be finished. Thanks, *Stokes Tomlin*

San Diego North County RUPA Luncheon

We met this month back at Palomar Airport at our favorite restaurant. This month I didn't have my usual Peanut Butter Burger but went for the one with Bleu Cheese. It was good, but I think I'll go back to my old standby, the Peanut Butter Burger. You ought to give it a try.



Tomorrow, Bill and Evalyn will be flying to Ireland for a 2-week tour. I'm sure that will be nice. My wife, Susan, and I will be camping in our travel trailer at the beach in Carlsbad for a week. Maybe even go in the water for some surfing but for sure a campfire to enjoy the cool evenings.

Brad and Rhoda belong to a hiking club and are out enjoying the coastal mountains here in So Cal. Rhoda is one tough cookie, she had her hip replaced last Spring and is already playing lots of tennis. I wonder how long the warranty on a hip is. I've got 5 years on mine and it still works great.

The rest of the gang mentioned relaxing and enjoying the great WX Summer brings. I imagine a trip the beach would be in order. Until next month. C ya, *Mark*

The Big Island Stargazers RUPA Luncheon

We enjoyed a nice turnout for our August luncheon. In September many of us will be flying off island for after-summer travel adventures.



L to R: Linde Rimkus, Ruth Koval (Joan's sister), Joan Baldwin, Bill & Linda Hayes, Don Diedrick, Walt Wells, Linda Morley-Wells, Gerry Baldwin and Al Rimkus.

It was another beautiful day, and the first to arrive at The Fish Hopper bar were Bill and Linda Hayes who just flew back from HNL where they saw Phantom of the Opera. They gave it a thumbs-up review!

Missing the photo op were Lex and Ebby Pinson who, one hour earlier, had signed the paperwork for their new home in Kohala Ranch. They will be full-time residents, and we look forward to seeing them at our meetings. Also arriving after the shutter clicked were guests Richard (retired American Airlines) and Gigi Morley.

We extended a mahalo nui loa to Gerry and Joan Baldwin for treating everyone to fabulous desserts in honor of their 46th wedding anniversary! Joan's sister, Ruth, was in town and able to join the festivities.

Sadly, two days after our luncheon we were informed that fellow Big Island Ruperian, Robert Bounds, passed away on August 7th. When not at their ranch in Colorado, Robert and Linda Bounds would spend time in Kailua-Kona where they attended our monthly luncheons at The Fish Hopper. Robert always had a story to share about his days of boating and fishing in Kailua-Kona. His wife, Linda, said that Robert had 26 good years of flying and Kona fishing after retiring in '93. We shall miss Robert, and our thoughts and prayers go out to Linda and her family during this difficult time.

If you are visiting the Big Island, please join our camaraderie on the third Thursday of the month.

Linda Morley-Wells

Reno's Biggest Little RUPA Group Luncheon

As we sit here having lunch at BJ's Restaurant and Brewery in south Reno this August 28th, the Burning Man event has just started in Black Rock City, a temporary city erected in the Black Rock Desert of northwest Nevada, approximately 100 miles northeast of Reno.

First held 33 years ago in 1986 in San Francisco on Baker Beach as a small function organized by Larry Harvey and Jerry James (not airline pilots) who built the first "Man." The event has been held annually ever since. The 2019 event will run from August 25 To September 2.

Nearly 100,000 people headed out to the Black Rock desert this past Monday, pictures showed miles of vehicles, 16 abreast, crossing Black Rock desert heading for Black Rock City.

For more information search Burning Man on wikipedia.org.

No picture this time for the Reno group, rest assured we are as handsome as you remember us. Actually, we didn't have time for the picture, we are two days late getting to Burning Man!!

Those in attendance include Gene Lamski, Dean Shuff, Al Hayes, Bill Shepherd, Larry Fritz, Gary Coulter, Jim Whiteley, Jim Nugent, Joe Racacic, Gary Dyer, Ned Peterson, Don Merucci, and your reluctant scribe,
Lyle U'Ren

PNW Flyers August RUPA Luncheon

By boat, plane and golf cart they arrived, to the Blakely Island home of Karen and Jim Flynn. Hosts Jim and Karen Flynn provided a sumptuous lunch at their beautiful vacation home on Blakely island, WA, part of the San Juan island archipelago.

This beautiful flying community is such a jewel of the Pacific Northwest and proved to be our best fly in location yet for the RUPA PNW Flyers group.

7 planes, 1 yacht and a golf cart arrived with 20 people attending.

The “summer” PNW WX again this month, made it a challenge for some to fly in, but well worth the effort.



Attending were Tom Trees , Alex Dunn, Jim and Karen Flynn (Hosts), Jack Bard, Steve Craig (active 787 Capt.), Mike and Peggy Todd, Phil Scott, Pete Lara, Bill Sanford, David and Carol Webster, Molly Flanagan, and husband Keith Littlefield (Alaska Ret) John and Nancy Fite, John Steiner, Cort and Nancy de Peyster.

We were also treated to two low passes by superb aviators, Bill Sanford and Steve Craig. Bravo gents.

We also welcomed our newest RUPA member Molly Flanagan and her husband Keith.

If you would like to get on the email list for future RUPA, PNW Flyer lunches, contact:

Mike Todd (skywagon63d@comcast.net) or Cort de Peyster (cortreno@aol.com)

The Denver Good Ol' Pilots RUPA Luncheon

As usual 21 Good Ol' Pilots and guests assembled for lunch at The Tin Cup Bar and Grill in Aurora on the second Tuesday of the month which happened to be September 10th.

Attending were: Rich Adams, Rick Bebee, Bob and Ann Blessin, Bruce Feinstein, Stan Boehm and Marilyn Gifford, Bill Hanson, David Horwitz, Tom and Sue Johnston, Cliff Lawson, Jim Lee, Mark McGurk, Bruce Munroe, John Penney, Joe Rozic, Rick Steele, Tony Twardziak and Ted and Rose Wilkinson.

The golf course was closed for maintenance, so our group had the entire club house and restaurant to ourselves. Some arrived as early as 11:00 for social hour which continued until a nice lunch of salad, beef brisket, baked chicken, vegetables and mashed potatoes followed by dessert was served at noon.

After lunch Ted Wilkinson provided some humor. Next, members remembered former Denver pilot, Bob Wheat, who flew west in July. There was some discussion regarding the 737 Max and the negative impact it is having on United. Bob Blessin spoke in remembrance of Captain Al Haynes.

Our next meeting will be on October 8th-- same time same place. *Tom*

Dana Point RUPA Group Luncheon

Another lousy day in Dana Point, CA! Sunny, 75F with light winds from the Ocean.



From L in the shade, Rico Santamaria, Jim Grosswiler, Ross 'Rusty' Aimer, Bob and Janice Fuhrmann and Merle Santamaria. From R, in the sun, Bill Rollins, Denny Giesea, John and Cheryl Arp.

We managed to solve most of humanity's problems during the lovely lunch at the harbor.

John Arp who is still flying a private C-130 filled us in on the competition's C-130 crash, last week in Santa Barbara airport. Fortunately, the 8 onboard evacuated safely.

Rico, a current 787 Captain, confessed to his recent not very soft landing. To which none of us could relate to or remember! To make him feel better, I told the story of my ONLY none greaser landing. After the conclusion of my B-747-SP sim training in SEA, we had to do a few maneuvers in the actual aircraft. (Boeing sims were not approved for the type ratings in 1975.) Deeply engrossed in admiration of my perfect 3 engine ILS approach, I completely forgot to flare the lightly loaded -SP. 50,30,20,10 came so fast, even my poor instructor didn't have time to save us from crashing. All I remember, we hit so hard, my teeth were hurting for several hours. There was dust flying from every crevice in that brand-new cockpit!

Most of you who flew the Queen, remember, you really had to work hard to screw up the landing in that gracious and forgiving Lady. Nevertheless, this subscriber managed to do the impossible! 😊

Humbly, *Rusty*

Manassas RUPA Breakfast



L to R; Don Reinhard, Jim Foster, Buck Buchanan, Gene Couvillion, Bill Davis, Hal Cockrill, Jim Turner, Stokes Tomlin, Sim Stidham, Gary Cook.

There was little fright this Friday the 13th, except of course the calories and cholesterol. Buck Buchanan was a first timer and spoke about his being an Airbus A-320 sim instructor for the past decade. The weather was a topic since the temperature in our area has been unusually hot, with all three airport reporting record high temps. Always a pleasure to sit down with these folks. *Gene*

SAC Valley Gold Wingers RUPA Luncheon

Hello again from the far west. Well, here we are tucked away in the Sacramento Valley enjoying the summer sun and all the activities associated with this time of year. It has been hot but many brave RUPArians made the hallowed trip to the Folsom Cliff House for our monthly luncheon to experience first rate camaraderie and social interaction. Ha ha



Pictured left to right front row: Tom Dunipace, Ken Ledwith, Wayne Mooneyham, Joanie Mooneyham. Left to right back row: John Gorczyca, Ann Blalock, Andy Fossgreen, Bill Authier, Lori Muir, Chuck Kolesar, Dave Leippe, Jerry Blalock, Dave Ulm, Marv Alexander and Sharon Gorczyca.

Various discussion items included, of course, the loss of one of the most famous United aviators in Captain Al Haynes. Many individuals in our group talked about how they had met Captain Haynes and how impressed they were with him as a gentleman. The memory of Flight 232 will always be remembered by anyone associated with United Airlines.

We talked about the new international routes that United has added that included flights from Newark and Chicago and increased domestic service from Denver, San Francisco and Newark. There will also be new seasonally service to Nice, Palermo and Curacao. Additionally, there will be increased service to Tokyo Haneda. How can United not be the premium airline to choose with the tremendous domestic and international service.

I was informed by the family of Ed Akin that he has experienced another mild stroke and was admitted to the hospital for a period of time. We hope and pray he does well during his recovery period. Again, our two stalwarts, Kathy and Bob Lynch, missed our luncheon due to some ongoing medical problems. We also wish them well. Best wishes to all! Still Flying High, *John Gorczyca*

Williamsburg Patriots RUPA Luncheon

It may have been a small group, but it was very lively. We got caught up on our summertime fun and travels. It was good to see that Marilyn was recovering nicely from her fall in Myrtle Beach. (Just walking not texting.) So, the lesson is "be careful out there always."



L-R: Richard Bower (Ret USMC), Gean Rockhill, Marilyn Pasley (Ret Ual F/A) and Jo Beth Lynch.

Our next get together is Oct 12th at Victoria's. Weather should be great food is always good and not much Beach traffic. We invite all retirees to join us. Plz RSVP krasnojm@earthlink.net. *Jb*

The Joe Carnes RUPA Luncheon Meeting

Somebody once quipped, "The first annual ANYTHING never goes off without a hitch" but thanks to some fine folks' work, our first luncheon "field trip" turned out to be mighty fine and pretty well worth the effort. We were invited to hold our September luncheon at the Warbird Heritage Foundation Museum at the Waukegan airport and enjoyed a lunch catered by Captain Porky's, the close-by BBQ restaurant of note, and famous to the locals.

The Foundation's owner/operator, Paul Wood, was our speaker for the event, and gave us an excellent presentation on the organization's mission, mantra, and future plans. The Foundation sports fifteen warbirds from four eras of aviation, thirteen of which are flyable or airworthy, and two in restoration to flying status. We were privileged to have had Paul extend this invitation to our group, because the Foundation isn't open to the general public and operates on a prior-arrangement basis only.

Paul invited us to mill around the airplanes after lunch, take pictures, reminisce, and of course, be careful not to walk into wingtips. I didn't hear of anyone taking a static wick to the head or anything, and everybody had a terrific time.



Among the 48 RUParians and guests in attendance, we were proud to have had the late Captain Milt Jensen's family attend the lunch...his wife Ina and his sons Don, Phil, and Rich. Milt was active and a leader with the Joe Carnes Luncheon in its earlier days. Other RUParians and guests present were: Jim Bertelson, Dennis Bilen, Jim and Corinne Boyer, Ed Bristow, Larry Cabeen, Gene Cummings, Ray Dash, Barry Davidson, Bill Duzet, Jim Downing, Carl Eberle, Walt and Jan Fink, Margie Freeman, Jim Gesler, Milt Gray, Don Gregg, Mac Gregory, Bob Helfferich, Mike Hepperlen, Tom Helms, Denny Holman, Tom Hoppe, Irene Jarmulska, "Kelly" Kelly, Dick and Maribeth Kuhn, Rick Miller, Ted Riendeau, Jim Rosater, Gene and Bonnie Ruder, Ole Sindberg, Dave and Linda Strohm, Jack Taylor, Gus Tuit, Todd Vieregg, Ken Voelker, Wayne Walusiak, Dave Wege, Paul Wood and Frank Zackary.

Thanks to Jim Boyer for getting this ball rolling in the first place, to Paul Wood for his gracious hospitality (and the coolest lunch room any aviation enthusiast could imagine), to Bob Helfferich and Wayne Walusiak for the legwork and hands-on work, and to George from Captain Porky's, whose lunch fare went over so well I suspect it was a tremendous advertising boon for him.

Our next luncheon will be Tuesday, January 14th, 2020, at the Golf Club of Illinois in Algonquin. As always, we welcome and invite all retirees, active pilots, spouses, and guests to attend.

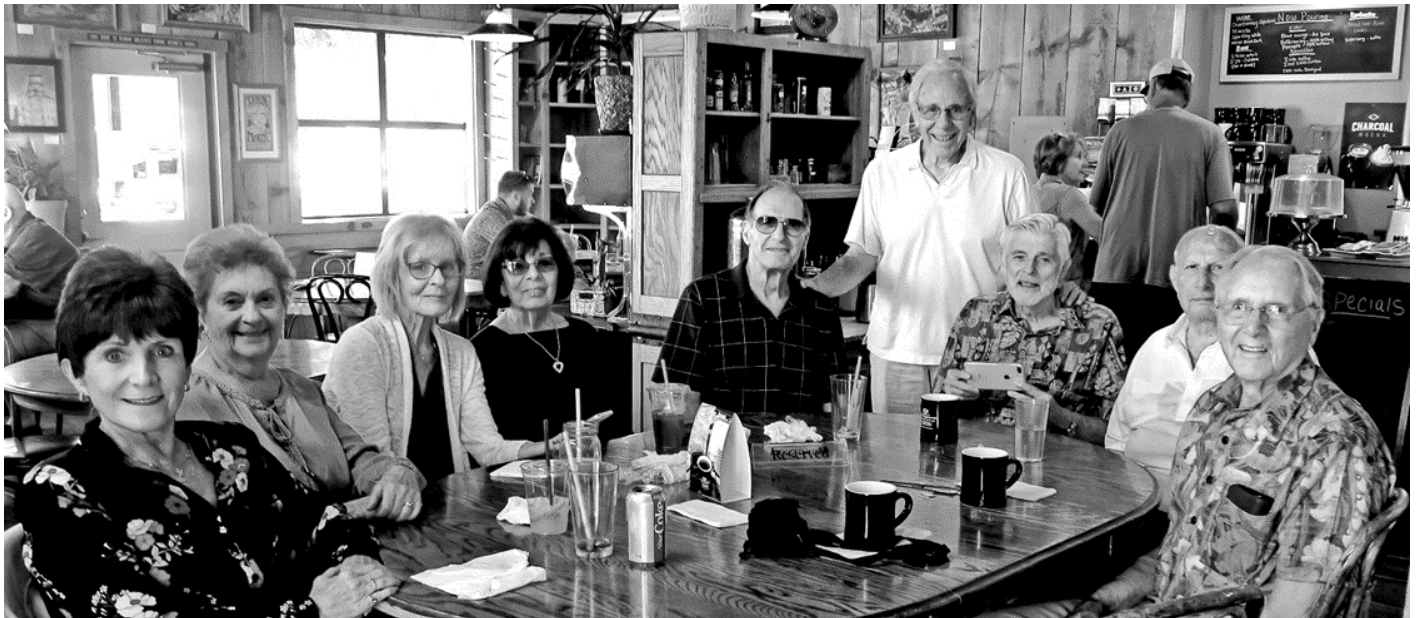
Submitted by the Scribe, *Walt*

**CHILDHOOD INJURIES:
FELL OFF MY BIKE
FELL OUT OF A TREE
TWISTED MY ANKLE**

**ADULT INJURIES:
SLEPT WRONG
SAT DOWN TOO LONG
SNEEZED TOO HARD**

The Intrepid Aviators of Southern Oregon RUPA Luncheon

Hello to all in RUPA land from Southern Oregon! What a beautiful season it's been here. Last year we had fires and smoke for most of the season...this year but very little and thus a most delightful time to be able to enjoy our beautiful area. Many of our group are out and about, but the few remaining near home came to our favorite haunt, The Pony Espresso in Jacksonville, for our third Thursday gathering.



Around our table this month were Rose Spring, Marty Niccolls, Cheryl Jaeger, Leeann Fusco, Jim Jaeger, Bob Niccolls, Harvey Saylor, Steve Fusco and Cleve Spring.

Once again, a good group and fun time. So, a short note this month...just back from the lake cabin and in another day or so over to the river so much to get to. Cheers, **Bob**

The San Francisco Bay-Siders RUPA Luncheon

The Bay-Siders group is certainly varied. When we arrive at the appointed time, we wonder, who will we share lunch with today? As the time goes by, we wonder, is anyone going to come today. Then suddenly there is the face of someone we haven't seen for a while, then a couple of regulars, then more of the not seen for a while and on it goes. So, each month is a puzzlement. Tuesday was just such a day. We were happy to see some people who had been 'missing' for months, notably the Walters and Dillons. We hope the coming trend continues and we see more smiling faces of Baysiders checking in for lunch and catching-up



L to R: Cindy Dillon, Barry Hamley, Rich & Cyndi Erhardt, Larry Wright, Jan McNaughton, Dennis Dillon, Keltie Morris, Ed & Pat Manning, Gene & Carol Walter.

Not in the pictures are Craig & Susan Norris (Craig is still flying) and Pat Wright.

Our luncheons are always on the second Tuesday of the month – 11 a.m.

Harry's Hofbrau, 1909 El Camino Real, Redwood City, CA **DL "Larry" Wright**

Jacksonville, FL (August) RUPA group Luncheon



L-R Standing: Bill Gander, Laurie Reeves
Seated: Tony Veiga, Bernd Foerster, Crispy and Jim Peterson, Jerry Bradley.

Jacksonville, FL (September) RUPA group Luncheon



Left to Right: Bill Gander, Laurie Reeves, Jim Peterson, Chrispy Peterson, Jerry Bradley.
We met again September 9th at Pussers and had a pleasant time. The main topic of conversation was the Hurricane. We all had our homes protected and were ready for the Cat 5 storm. We made bets on who had the peak winds and what the damage was. I won on that one. I had winds of just over 11 miles an hour and no significant destruction. I could go through an event like that twice a day. Fact is, we all really dodged a bullet. I hope we are done for the summer. Better yet, the decade.
Our next meeting will be October 14th. As always at noon and at Pussers in Ponte Vedra.
Until then, this is *Jerry Bradley* for our leader, Jim Peterson.



San Francisco North Bay RUPA Luncheon

The North Bay RUPA group met once more on our favorite date, first Wednesday of the month, at the Sheraton Petaluma Tolay restaurant.



L to R: Bob and Doris Donegan, Mickie and Sam Orchard, Barney Hagen, Wayne Heyerly, Bill McGuire, Dick Lammerding, Gardner Bride, Don Madson, Jules Lepkowsky, Larry Whyman, Mike Tar, Galen Wagner.

Table talk was lively as it always is with this wonderful group. Larry Whyman reminded us that the Guppy Gathering will take place on the 18th of September on the square in downtown Sonoma. This year honoring the memory of Leon Scarbrough who did so much for RUPA and is sorely missed.

Any new retirees in the North Bay Area? Come join us, first Wednesday of the month at the Sheraton Tolay restaurant at the Petaluma marina. Meet at 12:00 noon, sit down at 12:30 and usually done by 2:00 unless you want to hang around and spin some more tales of what we used to do.....Per Ardua, *Barney*

Sarasota Sunsetters RUPA Luncheon



Well another successful luncheon with the Sarasota Sunsetters first luncheon for the 2019-2020 season. Lfet to right: Roger Nelson, Melissa Kelly, Jim Kelly, Bob Martin, Paul Rice, Doug Anderson, Chris Wingardh, Peggy Wingardh and Ann Nelson."

"Lots of topics discussed during this first luncheon for the 2019-2020 season. Travel by motorhome far far away, cruises, car trips thru 15 states, car renovations/preservations, sailing, model boat sailing and other important issues. One working stiff telling us how it is out there.... No, we don't want any of it.

Great participation and we expect a much larger group for our November 12 meeting at our usual Gecko's restaurant. *Chris*

I sometimes wonder what happened to people who have asked me for directions.

Medina 9/11 Memorial Ceremony

The Airline Pilots Association, the City of Medina, Ohio, and the Medina Rotary planned a ceremony to remember the tragic events of September 11, 2001. We will always remember and honor everyone including including first responders, airline crews and passengers who lost their lives that day.



There were many Flight Attendants and pilots, both active and retired and their spouses who attended. Some of the Pilots were: Harvey Morris, Bob Olsen, Bob Lang, Rich McMakin, Mike Holmberg, Dick Sanders, Phil Jach and John Alden. Some of the Flight Attendants were: Rose Harper, Patti Herb, Dawn Lang, Sue Dereks, Jan Kimmel, Judy Mezuric, JoEllen Fullerton, Cristine Napoli, Kathy McMullen. Also, many of the residents of Medina were also in attendance.

We heard moving words from the mayor, the president of Rotary, a Chaplin and one of the active pilots.

Tom

WHEN INSULTS HAD CLASS

"He had delusions of adequacy." - Walter Kerr

"He has all the virtues I dislike and none of the vices I admire." - Winston Churchill

"I have never killed a man, but I have read many obituaries with great pleasure."
Clarence Darrow.

San Francisco East Bay Ruparian's Luncheon

My wife and I had a quiet lunch. Something happened on the way to the luncheon, (that could have been a movie title).

We had five confirm they were going to attend but when we arrived none of our group was there. One couple never made it. Georgia and I were very late due to an appointment she had that ran over about 20 minutes. Jerry Udolhoven arrived on time and thought the luncheon was cancelled when he discovered no one was there and returned home after leaving word at the restaurant for me to call him if I showed-up. I didn't have his number thus the quiet lunch. Our leader Neal Dahlstrom had notified us previously that he and Tammy had to go to Arid-zona to watch over grand kids. Andy Mantha had to pick-up his daughter from Annapolis at the airport. Lee and Shirley Francis could not attend due to Shirley having knee surgery, (she is doing well). B.S. Smith was unable to attend due to his being on the other side of the continent attending symposiums in PA & MD talking about flying safety and training stuff with glider folks. That covers most of our regulars.



I usually include a photo of those attending, so the photo shows our waitperson, Eve, waiting for us.

We meet at 1:00 on the 2nd Wednesday of every month at the Primavera Restaurant in San Ramone. Come by and join us. *Rich Bouska*

Captain Alfred C. "Al" Haynes Flies West



We were deeply saddened to learn yesterday of the passing of Captain Al Haynes in Seattle on Sunday. Captain Haynes was the DC-10 captain in command of Flight 232 on July 19, 1989, when his aircraft experienced the complete loss of all its hydraulic controls. One hundred twelve of the 296 people on board died as a result of the crash, including Flight Attendant Rene Le Beau, who was working the flight. But the actions of the flight and inflight crews, air traffic control representatives, local officials and first responders that day saved many lives.

"The United family bids farewell to one of our greatest, and a legend in aviation," said Oscar. "Thirty years since he helped save 184 lives, Captain Al Haynes' name remains synonymous with skill and grace under pressure. His more than three decades of service, as well as his dedication as a mentor, ensures his legacy will live on in generations of aviators he taught and inspired. The United

family was blessed to have had him on board - on that fateful day and every day he served with us. God-speed, Al."

The surviving crew members of Flight 232 remain closely knit, marking milestone anniversaries, attending the premier of an award-winning play about the accident, and even vacationing together. The group talks frequently and met up to work Captain Haynes' retirement flight in August of 1991.

"He made the impossible possible," said Jan Brown, the retired flight attendant working in the lead position on Flight 232 the day of the crash. She described the moment she opened the door to the flight deck: "It was as palpable as the blast of heat from a furnace, how the enormity of the crisis hit me. Part of my brain froze. Al didn't even turn around, just told me what I needed to know. He saved my life and so many lives. Bless his heart forever."

We recently marked the 30th anniversary of the crash with a re-published Q&A with Captain Haynes about his experiences in the cockpit of that flight and the teamwork, training and preparation that contributed to minimizing the loss of life.

United to move MAX aircraft to GYR



14 Boeing 737 MAX aircraft have been moved to short-term storage at GYR (Phoenix Goodyear Airport). The FAA gave clearance to conduct these ferry flights.

We moved the aircraft for several reasons: Arizona is a better place than Houston to store the planes due to lack of humidity, a more favorable climate and the potential threat of hurricanes in the Gulf of Mexico during hurricane season. The cost difference of keeping them in Arizona vs. Texas is negligible – the main benefit of the move is ensuring the wellbeing of the aircraft in the drier climate. In addition, having all our aircraft together allows us to conduct more efficiently the routine maintenance of aircraft upkeep.

Before the grounding order from the FAA, our MAX planes flew thousands of hours without incident. It is important to remember these aircraft were flying without incident before the grounding. The pilots who operated the ferry flight are our United Airlines test pilots who, in addition to being type rated on the 737MAX, have all graduated military or Boeing test pilot school.

We had two MAX aircraft at LAX, three at IAH and nine at HOU (Houston Hobby). We needed to move the aircraft from LAX due to the beginning of construction where they were stored.

737 MAX out of schedule until December 19

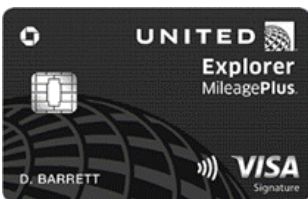


We will now pull MAX flights out of our schedule until December 19. We'll continue to take extraordinary steps to protect our customers' travel plans, monitor the regulatory process and make adjustments to our operation and schedule to benefit our customers.

- In September, we expect to cancel approximately 70 flights a day, or roughly 2,100 flights for the month.
- In October, we expect to cancel approximately 95 flights a day, or roughly 2,900 flights for the month.
- In November, we expect to cancel approximately 93 flights a day, or roughly 2,800 flights for the month.
- In December, we expect to cancel approximately 96 flights a day, which results in roughly 1,700 flights for the portion of the month affected.

We are continuing to work through the schedule to try and swap and upgauge aircraft to mitigate the disruption caused by the grounding of the MAX. We continue to automatically book affected customers on alternate flights. If we are unable to place them on a different flight, we will proactively reach out to try and offer other options.

MileagePlus miles never expire



United announced that, effective immediately, MileagePlus award miles never expire, giving members a lifetime to use miles on flights, experiences, hotels and more.

“We want to demonstrate to our members that we are committing to them for the long haul and giving customers a lifetime to use miles is an exceptionally meaningful benefit,” said Loyalty VP and MileagePlus President, Luc Bondar. “Our MileagePlus program provides customers more ways to earn and use miles than any other U.S. airline. More customers used miles to book award trips in 2018 than in any year before, and we expect with today’s announcement that an even more will use miles to travel the world in the years to come.”

United continues to enhance its award-winning MileagePlus program, making it more beneficial for customers. Highlights include:

- Recently announced partnership with CLEAR that includes free or discounted CLEAR membership pricing for U.S.-based MileagePlus members.
- Award travel to more destinations than any other U.S. airline with service to more than 1,300 destinations through United and Star Alliance partners, and ability to book award travel on United and all Star Alliance partners through the mobile app.
- Most low-priced economy award availability of any global U.S. airline.
- Everyday opportunities to use miles starting as low as 1,000 miles for eGift cards when purchasing through MileagePlusX.

United Simplifying its meal ordering process



When it comes to serving our customers, we know that every second counts. With that in mind, on September 10, we launched our new Meals module within the Inflight Services app, which is designed to simplify our flight attendants' workflow when taking meal orders in our premium cabins.

This Meals module will make the meal ordering process easier and more efficient for our flight attendants by eliminating the need to use pen and paper to collect orders. It will also help us better understand our customers dining preferences, so we can better align our catering with customer tastes and demand.

The Meals module:

- Automatically determines which entrée customers should receive based on factors like their status and location in the cabin.
- Captures data about customers' preferences, which will help improve our aircraft provisioning by boarding items our customers want.
- Provides flight attendants with meal information all in one place, such as ingredients, photos and chef's tips.

The new meal module received high praise from the flight attendants who gave us feedback during our testing period.

"This is a fantastic tool to collect orders and perform service. Outside of it being extremely easy to use, my favorite part about the module is that it automatically sorts meal preferences by customer status, which truly reduces time," said ORD Flight Attendant Ryan Rush. "I am really looking forward to the fact that we will have the ability to help craft our onboard provisioning to get customers what they want through our feedback and interactions within the module. This new tool will help create a process that every flight attendant will value and use with confidence."

"The app really has taken a lot of the stress out of managing customer meal choices," said EWR Flight Attendant Josh Hollifield. "It's also great to have full color pictures of the entrees and descriptions! I look forward to seeing this tool become more and more useful."

United Airlines Is Betting on International Growth

By Adam Levine-Weinberg, /The Motley Fool



A few years ago, United Airlines (NASDAQ: UAL) was the poster child for capacity discipline in the airline industry. The carrier deliberately did not try to grow, instead aiming to improve its profit margin by cutting underperforming routes and not attempting risky new routes. Indeed, United reduced its capacity by 1.4% in 2013 and increased its capacity just 0.3% and 1.6% in 2014 and 2015, respectively.

However, under the new leadership team assembled in 2015 and 2016, United Airlines has made growth a priority again. Company President Scott Kirby has been particularly adamant about the need to regain market share in order to attract high-value corporate customers. So far, much of this growth has been focused on the domestic market. In each of the past three years, United has grown more than twice as fast in the domestic market as it has on international routes. But in recent weeks, it has announced a major international expansion effort, signaling that United's management now sees compelling growth opportunities in international markets.

New planes will support new long-haul routes: During the second half of 2019, United will add four new wide-body planes -- suitable for long-haul routes -- to its fleet: two Boeing (NYSE: BA) 777-300ERs and two 787 Dreamliners. Its long-haul fleet expansion will accelerate in 2020, when the carrier is scheduled to receive 17 more wide-bodies from Boeing: two 777-300ERS and 15 Dreamliners.

United Airlines' fleet currently includes 21 older Boeing 767s that were built between 1991 and 1993 and are near retirement age. However, the company plans to extend the lives of many of these planes, enabling it to

use most of the new wide-body jets for growth.

In August, the Department of Transportation confirmed its decision to award United Airlines four more route authorities at Tokyo's Haneda Airport. In late March, United will begin new nonstop routes from Chicago; Los Angeles; Newark, New Jersey; and Washington, D.C. to Haneda. The Chicago and Washington, D.C. routes will replace existing service to Tokyo's less-convenient Narita Airport, but the Los Angeles and Newark routes will represent incremental capacity.

United announced an even more ambitious international expansion. Between March and May of 2020, it will launch new seasonal service from Newark to Nice, France, and Palermo, Italy; year-round service between Chicago and Zurich; and second daily frequencies from Newark to Amsterdam and Frankfurt, Germany. It will also convert its Denver-London route to year-round service this November. Finally, United confirmed the launch of new routes connecting Newark to Cape Town, South Africa, and San Francisco to New Delhi in December.

United is also making cutbacks -- but not many: The list of long-haul routes being dropped by United Airlines is far shorter than the list of new additions. Indeed, in the new route announcement, the airline noted that it will bring back all of its 2019 seasonal routes next year -- in many cases, for an extended season.

That said, United has decided to suspend its Chicago-Hong Kong route as of Sept. 8 and its Newark-Buenos Aires route as of Oct. 26. Neither decision is very surprising. Chicago-to-Asia travel demand has deteriorated in recent years, and the ongoing protests in Hong Kong have further sapped demand. Meanwhile, weak economic conditions in Argentina have weighed on the Buenos Aires route. Importantly, United Airlines will continue serving both Hong Kong and Buenos Aires from other hubs.

United Travel Information

We've made some changes in employeeRES that you might want to know about before booking your next trip.

First of all, we want you to know that we're listening to what you're saying -- lots of employees told us they didn't like that the booking window had been reduced to 60 days in the new eRES, so we've changed it to 120 days. Now you can plan more in advance for your next trip, with the ability to list for any space available flight or book your positive space company business travel (when inventory-controlled seating doesn't apply), up to 120 days before departure. As a friendly reminder, please book responsibly, and for any bookings you no longer need, please cancel in advance. If you want to brush up on the guidelines around leisure and company business travel, check out our pass travel guidelines and company business policy for tips and more.

The unaccompanied minor (UMNR) booking process for pass travelers has also changed, because of the recently implemented policy that allows a maximum of six UMNR travelers per flight. In addition, UMNR pass riders will be able to travel on connecting itineraries only when they're accompanied by an adult pass rider (age 18 or older) on all segments of the itinerary. This is a more recent change that will be updated in eRES in the coming weeks. When you're booking UMNR travel, eRES now displays an alert message reminding you about the updated policy. The number of booked UMNRs will be available in the flight details on employeeRES, before and after you book, and you'll want to keep an eye on that. Also, we're now asking you to provide an emergency contact person for the UMNR traveler's record, in case customer service agents need to reach out to ensure our young travelers' safety and/or give guardians peace of mind. With these changes, the United mobile app will not initially support UMNR pass travel bookings, and it will point you to eRES. See the infants, children and unaccompanied minors page on Flying Together for the full UMNR policy details.

Have questions or need help? You can contact the Employee Travel Center through Help Hub or by calling 1-877-UAL-ESC9 (1-877-825-3729) toll-free within the U.S. and Canada or 847-825-3729 (toll call) for international and following the prompts for "employee travel" and "pass travel questions." From UAL Employee Travel Staff



Warriors unveil world-class arena

The Golden State Warriors unveiled their brand-new arena, the Chase Center, during a ribbon cutting ceremony that marked the official opening of the five-time NBA champions' new home.



United is the official airline of the Warriors and one of 11 founding partners of the state-of-the-art venue, which will include a United branded section on the club level.

The new 18,064-seat arena complex sits on 11 acres of waterfront real estate that will eventually include a 5.5-acre park, about 20 restaurants and retail spaces outside the arena, two office buildings and a 10,000-square-foot Warriors store.

“We are very proud and excited to be a part of the launch of this world-class facility,” said California President Janet Lamkin, who attended the opening celebration. “San Francisco is an important hub for us and strategic sponsorships with partners such as the Warriors are key in helping us connect to our customers throughout the Bay Area.”

As part of our partnership with the team, MileagePlus™ members are able to redeem their miles for access to premium seats, suite tickets and VIP experiences, along with autographed Warriors merchandise on the MileagePlus Exclusives platform. United is also granted space for radio, social media, online and in-arena messaging at Chase Center.

United's New Routes to Europe And The Caribbean



We're expanding our network yet again with new international routes to popular hotspots in Europe and the Caribbean, including CUR (Curaçao), NCE (Nice, France) and PMO (Palermo, Italy), which are new United destinations, and new service from ORD to ZRH (Zurich).

EWR-CUR will operate seasonally on Saturdays beginning December 7, giving us our 21st Caribbean island destination just in time for the winter chill to set in. On May 2, 2020, we'll begin flying EWR-NCE, the gateway to the French Riviera and, a few weeks later, on May 20, we'll launch service

from EWR to PMO, further strengthening our Italy network, where we serve more cities than any other U.S. airline. Finally, a new daily nonstop between ORD and ZRH will begin March 28, our seventh year-round European destination from ORD.

Additionally, we are adding a second daily flight from EWR to FRA and a second one from EWR to AMS (Amsterdam) beginning March 28. On November 1, our DEN-LHR (London Heathrow) service will go from seasonal to year-round, and next March, our seasonal SFO-DEL (Delhi, India) service will follow suit. When next summer rolls around, we'll also extend the length of our seasonal EWR-ATH (Athens, Greece), EWR-NAP (Naples, Italy), EWR-OPO (Porto, Portugal) and IAD-BCN (Barcelona, Spain) service.

United's New and Improved Mobile Boarding Pass

The award-winning United mobile app is now better than ever, with an upgraded boarding pass feature that makes it easier for customers to find their departure gates and board their flights.

When you look at your boarding pass on your mobile device screen, you will now see:

- The terminal number from which your flight will depart
- Your boarding group, boarding time and seat number more prominently displayed
- A visual alert that tells you when you're seated in an exit row
- A slide-up drawer with flight status information



These improvements were all made in response to customer and employee feedback after our Digital Technology team researched common pain points with the app. To illustrate how impactful the changes can be, in August, 47% of our customers checked in for their flights using the United app, generating 3.1 million mobile boarding passes. We are confident that the millions of people who use our app, as well as the thousands of front-line employees who interact with them, will find the design upgrades refreshing.

Why It's Not A Bad Thing to Be Called An "OLD FART"

Old Farts are easy to spot at sporting events; during the playing of the National Anthem. Old Farts remove their caps and stand at attention and sing without embarrassment. They know the words and believe in them.

Old Farts remember World War II, Pearl Harbor, Guadalcanal, Normandy and Hitler. They remember the Atomic Age, the Korean War, The Cold War, the Jet Age and the Moon Landing. They remember the 50 plus Peacekeeping Missions from 1945 to 2005, not to mention Vietnam.

If you bump into an Old Fart on the sidewalk he will apologize. If you pass an Old Fart on the street, he will nod or tip his cap to a lady. Old Farts trust strangers and are courtly to women.

Old Farts hold the door for the next person and always, when walking, make certain the lady is on the inside for protection.

Old Farts get embarrassed if someone curses in front of women and children and they don't like any filth or dirty language on TV or in movies.

Old Farts have moral courage and personal integrity. They seldom brag unless it's about their children or grandchildren.

It's the Old Farts who know our great country is protected, not by politicians, but by the young men and women in the military serving their country.

This country needs Old Farts with their work ethic, sense of responsibility, pride in their country and decent values.

We need them now more than ever.

Thank God for Old Farts!

I was taught to respect my elders....It's just getting harder to find them.

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

Aetna Medicare Advantage ESA PPO Plan

By Capt. Dennis D. Dillon, RUPA Member

This article is longer than I originally intended, but it includes some comments from the United Benefits Team in response to what I have originally written. Those of you who do not receive your Medicare supplemental and drug insurance under the United/Aetna plan need not read further. If you have been receiving your Medicare supplemental insurance from Aetna through United Air Lines, you probably should take note.

First a bit history: In the summer of 2002, a group of pilots formed the United Retired Pilot's Benefit Protection Association (URPBA) for the purpose of protecting United retiree benefits in the impending United Bankruptcy. As you know, URPBA was unsuccessful in preventing United from canceling the "A Plan" pension. However, URPBA, in conjunction with representatives of the retired flight attendants and retired management employees did successfully negotiate a very comprehensive medical insurance package. That agreement was entered as a Federal Court order on June 14, 2003 and covered employees retired as July 1, 2003. United has provided that coverage through an Aetna Medicare supplement policy and drug coverage through CVS Caremark. In talking with Fred Greene, MEC R&I Chairman, it appears United has also offered similar insurance to those who retired later.

If you have been covered by this insurance, you recently received a mailing from United advising they were "converting" the current Aetna Medical Supplemental coverage to an Aetna Medicare Advantage ESA PPO plan with SilverScript drug coverage for 2020.

Before I continue, I'll offer the disclaimer that I am not an expert on health insurance and what follows is "free advice," which the old saying goes "is worth just what you pay for it."

Since receiving United's letter and the Aetna brochure, my wife and I have been doing considerable research, talking to friends and consulting insurance brokers. Generally speaking, while United's new plan may be very good, some advantage plans tend to have a bad reputation. Advantage plans are a "total" coverage package, and original Medicare is out of the picture. The insurance company contracts with the Centers for Medicare and Medicaid Services for a fixed sum per participant per year, and is responsible for the entire medical care package. This can create an incentive for the insurance company to reduce cost to improve profits.

Once you elect to leave "original" Medicare plus a supplemental plan and go with an advantage plan, there can be significant restrictions on your ability to return to original Medicare and obtain a guaranteed enrollment in a Medicare supplement plan like we have now if you have pre-existing conditions. These restrictions are found, along with a lot of other useful information, on Medicare.gov and various other websites. Save United's letter announcing the new plan, because the word "converting" appears to represent an involuntary conversion and may increase your ability to keep or return to original Medicare and a Medigap plan for 2020 or at a later date.

In researching United's new plan, we have found many of our current medical providers have either indicated they will not accept this new Aetna Advantage plan, or we haven't been able to get confirmation that they will. If our current providers don't accept the new plan, this could mean a huge upheaval in where and from whom we receive our medical care. (See the asterisk statement at the bottom of page 3 of the Aetna brochure)

I would strongly suggest you confirm directly with your health care providers that they will accept this Aetna Advantage plan. Using the Aetna contact number, the representative told my wife that our primary care doctor will accept their plan. In checking with the provider directly, we found information Aetna provided was not correct.

The window for opting out of the United/Aetna plan is very narrow, and in the case of San Francisco, the education sessions mentioned in United's letter don't occur until October 30, which is already inside the opt-out window. Rigorous home-work before you make a decision may be time well spent.

As courtesy I sent the above to a Manager with the United Benefits Team for his comments. The following is their response:

“We wanted to thank you for sharing this article with us yesterday and allowing us the opportunity to share a couple thoughts with you before the article was published. The Medicare and Medicare Advantage market can be very confusing as there are not only individual public MA plans, but private employer sponsored MA plans as well. We have included a few comments below regarding the private United-sponsored Medicare Advantage plan based on our experience working with Aetna as we converted from our existing plan into a Medicare Advantage plan.

The Aetna Medicare Advantage plan that United is sponsoring is an employer sponsored plan only available to eligible United retirees and their spouses/domestic partners. It is very different than open market MA plans available through brokers as it was built to match as closely as possible the current Aetna Medicare plan offered to our retirees

Because the United plan is employer sponsored, it does not follow original Medicare rules (i.e. plans purchased on the individual market). If a member elects to move to a Medicare supplemental coverage outside of the United offering during an enrollment event, there would be no restrictions or pre-existing condition limitations.

In the next couple of weeks, Aetna will be sending a letter to members listing their individual doctors and if they currently accept Medicare Advantage. Aetna shared that it is very rare that a doctor that currently accepts Medicare assignments won't accept a payment from Aetna Medicare Advantage.

As long as the doctor accepts Medicare assignments, Aetna Medicare Advantage will pay out the Medicare contracted rates whether or not the doctor or doctor's group is in-network or out-of-network with Aetna. Under Medicare Advantage plans, Medicare still pays as primary insurance with Medicare Advantage plans paying as secondary insurance. Aetna does manage the entire payment process with Medicare Advantage plans.”

We have also included a couple of websites and phone number that might be helpful.

<https://www.medicare.gov/medicare-and-you>

<https://www.medicare.gov/sign-up-change-plans/joining-a-health-or-drug-plan>

united.aetnamedicare.com

Aetna Medicare Advantage: 1-866-2466-8088

I have just a couple of comments on the above bullet points:

Second Bullet: I have attempted to confirm the ability to return, without pre-conditions or restrictions, to original Medicare and a Medicare supplemental plan after enrolling in an employer sponsored advantage plan. The information I obtained from Medicare, and an insurer other than Aetna, is that if you are not satisfied with the advantage plan, and this is your first enrollment in a an advantage plan, you can return to original Medicare within one year and obtain guaranteed enrollment in a Medigap plan. The premium on the new Medigap plan may be age adjusted.

Third and Fourth Bullet: I have gotten conflicting information. The jury is still out as to which of my doctors will or will not accept United's Aetna Advantage plan. I hope United's response is correct in that definitive answers will be coming from Aetna soon.

Fourth Bullet: I believe what is described is original Medicare plus a Medigap supplemental plan, not an advantage plan. As I stated above, advantage plans contract with CMS to provide coverage at a contracted fee per participant. In reality, if your doctor accepts your advantage plan, the distinction is moot.

Finally, as I said above, I am not an expert, but I have learned enough about the Medicare system to strongly recommend that you fully inform yourself before you make a decision the end of October.

QUESTIONS THAT HAUNT ME!

How important does a person have to be before they are considered assassinated instead of just murdered?

What disease did cured ham actually have?

Boeing altered key switches in 737 MAX cockpit limiting ability to shut off MCAS

By Mike Baker and Dominic Gates/Seattle Times

In the middle of Boeing 737 cockpits, sitting between the pilot seats, are two toggle switches that can immediately shut off power to the systems that control the angle of the plane's horizontal tail.

Those switches are critical in the event a malfunction causes movements that the pilots don't want. And Boeing sees the toggles as a vital backstop to a new safety system on the 737 MAX – the Maneuvering Characteristics Augmentation System (MCAS) – which is suspected of repeatedly moving the horizontal tails on the Lion Air and Ethiopian Airlines flights that crashed and killed a total of 346 people.

But as Boeing was transitioning from its 737 NG model to the 737 MAX, the company altered the labeling and the purpose of those two switches. The functionality of the switches became more restrictive on the MAX than on previous models, closing out an option that could conceivably have helped the pilots in the Ethiopian Airlines flight regain control.

Boeing declined to detail the specific functionality of the two switches. But after obtaining and reviewing flight manual documents, The Seattle Times found that the left switch on the 737 NG model is capable of deactivating the buttons on the yoke that pilots regularly press with their thumb to control the horizontal stabilizer. The right switch on the 737 NG was labeled "AUTO PILOT" and is capable of deactivating just the automated controls of the stabilizer.

On the newer 737 MAX, according to documents reviewed by The Times, those two switches were changed to perform the same function – flipping either one of them would turn off all electric controls of the stabilizer. That means there is no longer an option to turn off automated functions – such as MCAS – without also turning off the thumb buttons the pilots would normally use to control the stabilizer.

Peter Lemme, a former Boeing flight-controls engineer who has been closely scrutinizing the MAX design and first raised questions about the switches on his blog, said he doesn't understand why Boeing abandoned the old setup. He said if the company had maintained the switch design from the 737 NG, Boeing could have instructed pilots after the Lion Air crash last year to simply flip the "AUTO PILOT" switch to deactivate MCAS and continue flying with the normal trim buttons on the control wheel. He said that would have saved the Ethiopian Airlines plane and the 157 people on board.

On the newer 737 MAX, according to documents reviewed by The Times, those two switches were changed to perform the same function – flipping either one of them would turn off all electric controls of the stabilizer. That means there is no longer an option to turn off automated functions – such as MCAS – without also turning off the thumb buttons the pilots would normally use to control the stabilizer. "There's no doubt in my mind that they would have been fine," Lemme said.

Boeing said in a statement that the company had historically called for pilots to flip both switches to shut of a problematic or "runaway" stabilizer, so the change on the MAX ensured that the function of the switches matched that procedure. The company said the two switches "were retained for commonality of the crew interface."

"Boeing strongly disagrees with any speculation or suggestion that pilots should deviate from these long-established and trained safety procedures," Boeing said.

On the Lion Air flight in October, pilots were apparently unaware of MCAS. As various warnings went off in the cockpit, they never reached the conclusion to use the runaway stabilizer procedure. In the end, data from the flight shows, the repeated commands of MCAS eventually sent the plane plummeting into the sea.

After that crash, Boeing issued a directive calling for pilots to use the typical runaway stabilizer procedure to deal with MCAS in the event of a problem. Then pilots would be able to swivel the tail down manually by physically turning a control wheel that connects to the tail via cables.

But on the Ethiopian Airlines flight, the pilots appear to have recognized the errant MCAS problem and flipped the cutoff switches as described in the checklist. But then it appears that the pilots were unable to move the manual wheel, likely because the forces on the tail made it physically challenging to turn.

The bottom of Boeing's runaway stabilizer checklist seems to acknowledge the possibility of this physically challenging scenario. It suggests that the pilots can first use the electric trim to neutralize those potential forces before hitting the cutout switches.

After failing to manually control the stabilizer, the Ethiopian Airlines pilots appear to have flipped the cutoff switches back on, which awakened the MCAS system. It soon sent the plane diving to Earth.

Lemme said he's surprised that Boeing made the change to take away the functionality that could have allowed the pilots to shut off MCAS without shutting off the electric switches at their thumbs.

"I don't get it at all," Lemme said. "I don't see what the benefit was for making that change. It was like change for change's sake."

But Doug Moss, an aviation consultant who has worked as a commercial pilot on Boeing planes, said the cutout switches need to be as simple as possible. Asking the pilots to flip one of the switches – instead of what they have historically known about flipping two switches simultaneously – may have just added a layer of complexity that isn't helpful in an intense scenario.

"When you're pulling on the column with 80-100 pounds of force trying to save your life, your troubleshooting techniques are very weak," Moss said. "You need some gut-level instinctive things to do to solve the problem."

A veteran Boeing 737 test pilot said that all Boeing planes have two such cutoff switches, not just the 737. And both he and American Airlines Captain Dennis Tager, a spokesman for the Allied Pilots Association who flies 737s, said they could think of no existing procedure that called for flipping only one of the switches.

The procedure appears to be designed to prepare for a situation in which the plane's stabilizer motor is for some reason jammed and moving uncommanded in one direction – a classic "runaway stabilizer" situation. That would require shutting off all power to the motor.

As the FAA worked to inform pilots about the changes on the MAX airplane when it first came into service, the agency didn't describe the new functionality of the switches. In its documentation, it simply noted a labeling change: "Stab Trim cutout switches panel nomenclature," the Flight Standardization Board included on its list of differences between the plane models.

Boeing & Southwest Airlines are 'discussing' "Reimbursement"

By Evan Hoopfer/Staff Writer, Dallas Business Journal



As Southwest Airlines and Boeing discuss a reimbursement package to recoup the airline for the financial damage the 737 Max grounding has caused, some of that money could go to Southwest employees.

"We need to know what those monetary and other reimbursements will look like, and we are looking at ways to share proceeds as appropriate with all of our Employees," Chief Executive Gary Kelly wrote in an internal memo Monday morning.

In July, Southwest Airlines said it had begun discussions with Boeing about reimbursements. Southwest operated 34 Max planes at the time of the March grounding and said the aircraft has had a financial impact of \$225 million for the first half of 2019.

Boeing is anticipating having to pay up for damage the 737 Max has caused, as the Chicago-based company recorded a \$4.9 billion charge in the second quarter for potential settlements.

Like other airlines, Southwest has taken thousands of flights off its schedule this year as it works with a smaller fleet than anticipated.

The Dallas-based carrier scrapped the plane from its schedule until Jan. 5, 2020. Other carriers, like Fort Worth-based American Airlines Group Inc., are still holding out hope the Max will return prior to Christmas. American took the plane out of its schedule through Dec. 3.

Speaking at an industry conference last week, Tammy Romo, Southwest chief financial officer, said she projects the Max to be recertified before Thanksgiving. Southwest leadership has previously said it will take between one and two months to comply with all Federal Aviation Administration directives, including pilot training.

The 737 Max grounding is causing ripple effects throughout the company. For example, Southwest delayed several pilot hire and promotion classes scheduled for this fall as it works with a smaller fleet.

FAA and NASA lay groundwork for Unmanned Aircraft Systems



The Federal Aviation Administration (FAA), NASA, and their partners in a pilot program that is laying the groundwork for an Unmanned Aircraft Systems (UAS) traffic management system, successfully demonstrated how such a system can work in the future. The demonstrations, conducted at 3 separate test sites selected by the FAA for the UAS Traffic Management Pilot Program (UPP), showed that multiple, Beyond Visual Line of Sight (BVLOS) drone operations can be safely conducted at low altitudes (below 400 feet) in airspace where FAA air traffic services are not provided.

As demand for low altitude drone use increases, the FAA, NASA and the UPP partners are working together to accommodate these operations safely and efficiently.

In January, the FAA selected 3 UPP test sites: the Mid Atlantic Aviation Partnership (MAAP) at Virginia Tech, the Northern Plains UAS Test Site (NPUASTS) in Grand Forks, North Dakota, and the Nevada Institute for Autonomous Systems (NIAS) in Las Vegas, Nevada. The first demonstration, which involved the Mid-Atlantic Aviation Partnership (MAAP), took place at Virginia Tech on June 13. During the demonstration, separate drone flights delivered packages, studied wildlife, surveyed a corn field and covered a court case for TV. Because the flights were near an airport, all four flight plans were submitted through a service supplier and received approval to launch as planned.

While these flights were being conducted, an emergency helicopter needed to quickly transport a car crash victim to a hospital. The helicopter pilot submitted a request for a UAS Volume Reservation (UVR) an alert used to notify nearby drone operators of the emergency. The deliveries were re-routed until the UVR was completed. The wildlife study, field survey and court coverage continued safely away from the helicopter's path. Each operation was conducted without conflict.

The second demonstration, which involved the Northern Plains UAS Test Site (NPUASTS), took place in Grand Forks on July 10. During the demonstration, which occurred near an airport, a photographer and Part 107 drone operator took photos of firefighter training. An aviation student at the University of North Dakota used a drone to scan for the best tailgating location. Another Part 107 operator, employed at the electric company, used a drone to assess power line damage after recent strong winds. The two Part 107 operators submitted flight plans due to their proximity to an airport, receiving proper approvals. During their flights, they received a UVR alert that a medevac helicopter was transporting a patient to the hospital from the firefighter training area. The operator taking photos of the training landed the drone before the UVR notice became active. The power line survey and the flight over the tailgate area continued at a safe distance.

The third demonstration, which involved the Nevada Institute for Autonomous Systems (NIAS), took place in Las Vegas on August 1. During the demonstration, separate UAS flights were conducted to survey a golf course before a tournament, get video footage of a property being sold, and scan a nearby lake for boating opportunities. All three operators accessed UAS Facility Maps and worked with a UAS Service Supplier (USS) to receive the proper approvals to conduct their flights. A fire erupted at one of the golf course clubhouses. First responders sent a helicopter to contain the fire. They submitted a request to a USS to create a UVR. The UVR information is also shared with the FAA. The FAA shares the information with public portals, notifying each of the UAS operators that the firefighting helicopter was on its way to their flying area. Each of the UAS operators, being properly notified, were able to either land or continue their operations at a safe distance.

The UPP was established in April 2017 as an important component for identifying the initial set of industry and FAA capabilities required to support UAS Traffic Management operations. The analysis of results from the demonstrations will provide an understanding of the level of investment required for each stakeholder's implementation.

The results from the UPP will provide a proof of concept for UAS Traffic Management capabilities currently in research and development and will provide the basis for initial deployment of UTM capabilities.

Ultimately, the FAA will define the UTM regulatory framework that third-party providers will operate within.

Rolls-Royce and Widerøe: Joint research on zero-emissions aviation



Rolls-Royce and Widerøe, a regional airline in Scandinavia, have launched a joint research program on zero-emissions aviation. The program is part of the airline's ambition to replace and electrify its regional fleet of 30+ planes by 2030. The news was announced at a Clean Aerospace event at the British Embassy in Oslo, Norway. The aim of the program is to develop an electrical aircraft concept, not only to fulfil the Norwegian ambition of zero-emissions by 2030, but also to replace Widerøe's legacy fleet of regional aircraft world-wide. Rolls-Royce will use its in-depth electrical and systems design expertise to help advise on all elements of the project. The initial phase, which involves operational studies and concept proofing, is already underway, with expert teams in Norway and the UK working closely together on a daily basis.

The Norwegian Government has announced ambitious goals for the aviation industry, aiming for emission-free domestic aviation by 2040. Widerøe's research is being supported both by the Norwegian Government and Innovation Norway, and the Minister of Climate and Environment, Ola Elvestuen, who has on several occasions put forward the suitability of the Norwegian STOL network as a test bench for the development of zero-emissions aircraft. One of his public statements says, "Our major short runway network of local flights in the coastal and northern parts of the country is ideal for electrification, and our abundant access to clean electricity means this is an opportunity we cannot miss. We are determined to show the world that this is possible, and many will be surprised at how fast it will happen."

Widerøe management have been travelling the world to partner with suppliers that can build the zero-emission aircraft they need to replace their Dash8 fleet. "We are aiming to have emission-free commercial flights in the air by 2030. Partnering with Rolls-Royce for this research program puts us one step closer to reaching that goal," said Andreas Aks, Chief Strategy Officer, Widerøe.

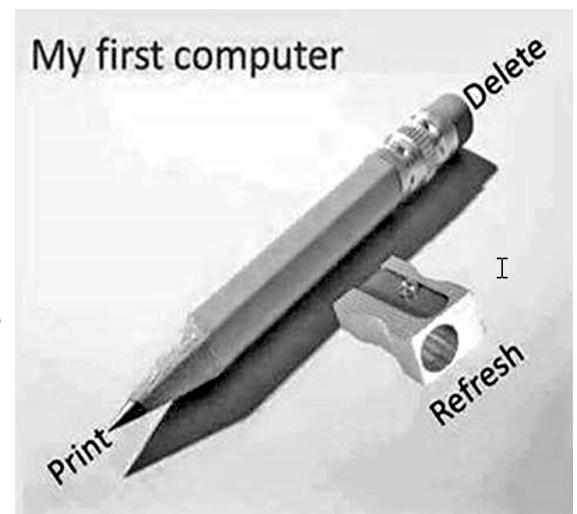
Alan Newby, Director, Aerospace Technology & Future Programs at Rolls-Royce added, "We're delighted to be part of this electrical aircraft research program and applaud the high level of ambition that Norway is adopting toward zero-emissions aviation. Rolls-Royce has a long-standing history of pioneering innovation, from powering early flight to building the world's most efficient aero engine flying today, the Trent XWB; we relish the opportunity to solve complex problems that matter.

"Now more than ever, we acknowledge that society's greatest technological challenge is the need for lower carbon power and we have a crucial role to play in creating cleaner, more sustainable and scalable power for the future. This includes the electrification of flight, in addition to increasing the fuel efficiency of our gas turbines and encouraging the development of sustainable aviation fuels.

"This project will further build on our global electrical capability, which was recently boosted by the acquisition of Siemens eAircraft business and complements the electrical work we are principally doing in the UK and Germany, whilst building on the knowledge gained through the ATI supported E-Fan X program. We're excited by the depth of skills and expertise that we are bringing together with Widerøe and Innovation Norway on this journey towards the third era of aviation, bringing cleaner and quieter air transport to the skies." Rolls-Royce already has a high-tech electrical research facility based in the Norwegian city of Trondheim, employing a group of people dedicated to finding solutions for emission-free aviation, who are taking part in this initiative.

"Britain and Norway share a long history of successful partnerships. Our facility in Norway enables us not only to be present in Scandinavia, a region known for being early adopters of low-emission technology, but also to leverage Norwegian competence in high power electrification from the Marine sector, which will undoubtedly be a critical component in helping us to achieve our goals," said Sigurd Øvrebø, Managing Director at Rolls-Royce Electrical Norway.

The joint programme has received support from Innovation Norway, the governmental innovation support fund and is expected to last for 2 years.



China's civil aviation industry booming with four new planes in pipeline



As the world's second-largest civil aviation market, China has increased pace of its civil aircraft industry development amid economic growth and rising air transport demands, with multiple major aircraft models entering into new phases. China has committed to developing two trunk airliner models and two regional airplane models, respectively the C919 narrow-body and the CRJ929 wide-body jetliners, as well as the ARJ21 regional jet and MA60 series turboprop aircraft.

China's C919 large passenger airplane will enter into a new phase of intensive test flights in the second half of this year, according to the Commercial Aircraft Corporation of China (COMAC). The fourth C919 prototype has completed its first test flight mission. A total of six prototypes of the jetliner model will be put to the intensive test flight missions with two more aircraft set to join the fleet, the developer said. The twin-engine C919 is China's first homegrown trunk jetliner. With the project started in 2008, the C919 airplane conducted a successful maiden flight on May 5, 2017. The COMAC has received 815 orders for the C919 planes from 28 customers worldwide. The C919 is expected to get the airworthiness certificate from the country's civil aviation authorities in 2021, according to the developer.

And the China-Russia joint CRJ929 wide-body passenger aircraft project has already entered the initial design phase.

Russia to unveil new MC-21-300 passenger jet



The United Aircraft Corporation's Russian-built Irkut MC-21-300 passenger jet was officially unveiled at this year's Moscow International Aviation and Space Salon (MAKS 2019), which kicked off on August 27. The new jet was one of the star attractions at the show.

In Russia, the MC-21 project is widely seen as Russia's answer to the US plane-maker Boeing's ill-fated 737 MAX line of passenger aircraft.

The third MC-21 test aircraft completed its maiden voyage in March and the fourth will start test flights later this year. It is set to complete Russian certification tests by 2020. It has made its first international flight to

Turkey. "The flight was normal. The aircraft and its systems performed well during the flight.

State-run United Aircraft Corporation (UAC) has already received orders for 175 aircraft.

Co-Pilot, with 686 Flying Hours Has Panic Attack



An easyJet co-pilot suffered a panic attack while a plane was approaching a runway in Scotland after a tricky landing the previous day. A report said the crew member had to leave the cockpit of the Airbus A319-111 on the approach to Glasgow. There were 148 passengers and six crew onboard when it happened. Despite the incident, the flight landed safely.

His anxiety was triggered by a go-around the day before at just 30 feet and his worries which built up over the course of his duty the following day last September.

The experienced 50-year-old commander and his cabin crew worked together to land the plane safely and get medical help for the co-pilot, an Air Accident Investigation Branch report revealed. The report said the day before the incident, the two pilots had flown together from Glasgow to Palma de Mallorca and back. The report said: "The co-pilot was pilot flying for the Glasgow to Palma de Mallorca sector. During the approach to Palma de Mallorca, at approximately 30ft, a change in the wind displaced the aircraft towards the runway edge. The commander took control during the flare and executed a go-around."

The next day the same pair flew from Glasgow to Stanstead with the commander as pilot. But on their return to Glasgow that evening the co-pilot was flying but began to suffer with anxiety and was unable to continue and left the cockpit.

The commander - with nearly 14,000 hours flying experience- took control and issued an alert saying the plane only had one pilot. An ambulance crew said the co-pilot had suffered an anxiety attack.

The commander said his colleague seemed 'fine' after the go-around but on the return flight to Scotland was 'subdued' and 'seemed annoyed with himself'. The unnamed co-pilot, with 686 hours flying experience, said the wind change and go-around at Palma was the first time he had experienced that and he found it frightening.

Wonder Train will transport 4 million tourists in the Alps



From December 13, 2020, 4 million tourists will be able to travel more easily between the Vaud and Bernese Alps thanks to what has been dubbed “The Wonder Train: The Goldenpass Express MOB.” The MOB, acronym for (Montreux Oberland Bernese), is the train redesigned by Pininfarina for the railway company that takes care of the connections between some of the most evocative Swiss destinations. The new train will connect 3 tourist centers –

Montreux, Gstaad, and Interlaken – increasing its attractiveness as transportation. The MOB represents a challenge made possible by a revolutionary variable gauge trolley that will allow passing from the narrow rail to the normal rail in a few seconds, allowing travelers not to change trains at the Zweisimmen station.

“Finding ourselves in front of new safety standards was a stimulus, rather than a limitation, to our creativity,” explained Alfredo Palma, Pininfarina design project manager. “In every project, from automotive to architecture, our goal remains to create beautiful objects overcoming technical or regulatory obstacles. With MOB, we have created a train that offers an immersive travel experience, in total symbiosis with the beauty of the surrounding nature.”

Pininfarina collaborated with MOB in 1993 by redesigning the Cristal Panoramic Express, one of the most photographed trains by tourists. Palma has extensive experience in the railway sector; in fact, he designed the interiors and exteriors of high-speed trains in Italy (the famous Etr500, the first Italian project for a high-speed train which appeared in 1985 and was adopted by Trenitalia) and in Spain.

Over the years, the Turin-based company has designed carriages for the Swiss, Danish, and Norwegian railways; the light rail system operating in Lille, France; and trams currently operating in various cities in Italy, Greece, Sweden, and Turkey. It also dealt with the exterior and interior colors of the new Eurostar e320, whose capacity is over 900 passengers at a speed of 200 mph.

Moscow Air Taxi Ride Will Cost About \$45



A 15-minute by air taxi flight in Moscow, Russia will cost about 3 thousand rubles (\$45), said Alexander Okhonko, general director of BP-Technology, which is part of the Russian Helicopters holding. “We plan about 3,000 rubles (\$45) for a business-class helicopter taxi fare and 2,700 rubles (\$40) for a classic seat,” he said.

Earlier it became known that Russian online ride-sharing service, Yandex.Taxi, plans to launch Russia’s first regular helicopter flights, available for order through the application on a smartphone. Today, an agreement with BP-Technology was signed at the MAKS-2019 air show.

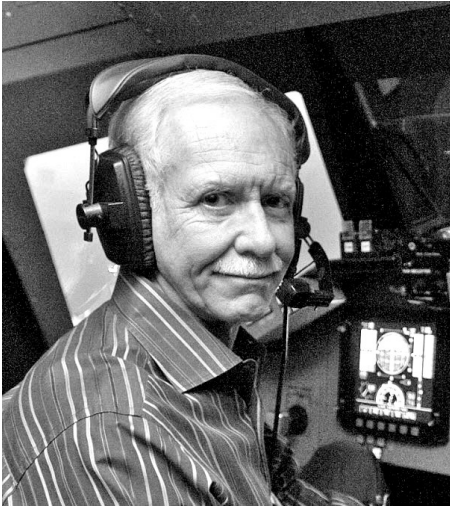
In the future, another additional option will appear in the application – at certain sections of the path it will be possible to use a helicopter instead of a car.

It is assumed that test flights to the suburbs of the Russian capital city and to the Moscow Ring Road will begin next year.

**I finally realized it. People are prisoners of their phones.
That’s why they are called Cell Phones.**

Statement of Chesley B. “Sully” Sullenberger III

Subcommittee on Aviation of the The United States House Committee on Transportation and Infrastructure



Thank you, Chairman Larsen, Ranking Member Graves, Chairman DeFazio, Ranking Member Graves, and other members of the committee. It is my honor to appear today before the Subcommittee on Aviation.

We are here because of the tragic crashes within five months of Lion Air 610 and Ethiopian 302, two fatal accidents with no survivors on a new aircraft type, something that is unprecedented in modern aviation history. Like most Americans and many others around the world I’m shocked and saddened by these two awful tragedies and the terrible loss of life. Now we have an obligation to find out why these tragic crashes happened, and keep them from ever happening again.

These crashes are demonstrable evidence that our current system of aircraft design and certification has failed us.

We don’t yet know in every way how it has failed us. Multiple investigations are ongoing. We owe it to everyone who flies to find out where and how the failures occurred, and what changes must be made to

prevent them from happening in the future.

It is obvious that grave errors were made that have had grave consequences, claiming 346 lives.

The accident investigations of these crashes will not be completed for many months, but some things are already clear.

Accidents are the end result of a causal chain of events, and in the case of the Boeing 737 MAX, the chain began with decisions that had been made years before, to update a half-century-old design.

Late in the flight testing of the 737 MAX, Boeing discovered an aircraft handling issue. Because the 737 MAX engines were larger than the engines on previous 737 models they had to be mounted higher and farther forward for ground clearance, which reduced the aircraft’s natural aerodynamic stability in certain conditions. Boeing decided to address the handling issue by adding a software feature, Maneuvering Characteristics Augmentation System (MCAS), to the 737 MAX. MCAS was made autonomous, able in certain conditions to move a secondary flight control by itself to push the nose down without pilot input.

In adding MCAS, Boeing added a computer-controlled feature to a human-controlled airplane but without also adding to it the integrity, reliability and redundancy that a computer-controlled system requires.

Boeing also designed MCAS to look at data from only one Angle of Attack (AOA) sensor, not two. One result of this decision was that it allowed false data from a single sensor to wrongly trigger the activation of MCAS, thus creating a single point of failure. A single point of failure in an aircraft goes against widely held aircraft design principles.

On both accident flights, the triggering event was a failure of an AOA sensor. We do not yet know why the AOA sensors on these flights generated erroneous information, triggering MCAS, whether they were damaged, sheared off after being struck, were improperly maintained or repaired, or for some other reason. Boeing designers also gave MCAS too much authority, meaning that they allowed it to autonomously move the horizontal stabilizer to the full nose-down limit.

And MCAS was allowed to move the stabilizer in large increments, rapidly and repeatedly until the limit was reached. Because it moved stabilizer trim intermittently, it was more difficult to recognize it as a runaway trim situation (an uncommanded and uncontrolled trim movement emergency), as appears to have happened in the first crash.

Though MCAS was intended to enhance aircraft handling, it had the potential to have the opposite effect; being able to move the stabilizer to its limit could allow the stabilizer to overpower the pilots’ ability to raise the nose and stop a dive toward the ground. Thus it was a trap that was set inadvertently during the aircraft design phase that would turn out to have deadly consequences.

Obviously, Boeing did not intend for this to happen. But to make matters worse, even the existence of MCAS, much less its operation, was not communicated to the pilots who were responsible for safely operating the aircraft until after the first crash.

Also with the MAX, Boeing changed the way pilots can stop stabilizer trim from running when it shouldn’t.

In every previous version of the 737, pilots could simply move the control wheel to stop the trim from moving, but in the MAX, with MCAS activated, that method of stopping trim no longer worked. The logic was that if MCAS activated, it had to be because it was needed, and pulling back on the control wheel shouldn't stop it.

It is clear that the original version of MCAS was fatally flawed and should never have been approved.

It has been suggested that even if the MCAS software had flaws, the pilots on these flights should have performed better and been able to solve the sudden unanticipated crises they faced. Boeing has even said that in designing MCAS they did not categorize a failure of MCAS as critical because they assumed that pilot action would be the ultimate safeguard.

We owe it to everyone who flies, passengers and crews alike, to do much better than to design aircraft with inherent flaws that we intend pilots will have to compensate for and overcome.

Pilots must be able to handle an unexpected emergency and still keep their passengers and crew safe, but we should first design aircraft for them to fly that do not have inadvertent traps set for them.

We must also consider the human factors of these accidents.

From my 52 years of flying experience, and my many decades of safety work – I know that nothing happens in a vacuum, and we must find out how design issues, training, policies, procedures, safety culture, pilot experience and other factors affected the pilots' ability to handle these sudden emergencies, especially in this global aviation industry.

Dr. Nancy Leveson, of the Massachusetts Institute of Technology, has a quote that succinctly encapsulates much of what I have learned over many years: "Human error is a symptom of a system that needs to be redesigned."

These two recent crashes happened in foreign countries, but if we do not address all the important issues and factors, they can and will happen here. To suggest otherwise is not only wrong, it's hubris.

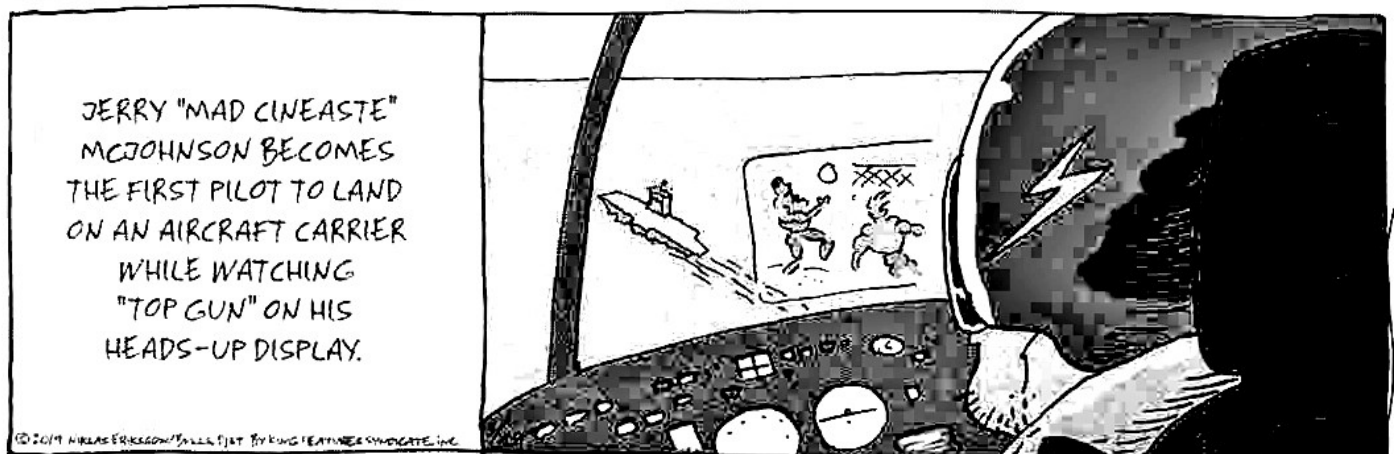
As one of our preeminent human factors scientists, Dr. Key Dismukes, now retired as Chief Scientist for Human Factors at the NASA Ames Research Center, has said, "Human performance is variable and it is situation-dependent."

I'm one of the relatively small group of people who have experienced such a sudden crisis – and lived to share what we learned about it. I can tell you firsthand that the startle factor is real and it is huge – it interferes with one's ability to quickly analyze the crisis and take effective action.

Within seconds, these crews would have been fighting for their lives in the fight of their lives.

These two accidents, as well as Air France 447 which crashed in the South Atlantic in June 2009, are also vivid illustrations of the growing level of interconnectedness of devices in aircraft. Previously, with older aircraft designs, there were mostly stand-alone devices, in which a fault or failure was limited to a single device that could quickly be determined to be faulty and the fault remain isolated. But with integrated cockpits and data being shared and used by many devices, a single fault or failure can now have rapidly cascading effects through multiple systems, causing multiple cockpit alarms, cautions and warnings, which can cause distraction and increase workload, creating a situation that can quickly become ambiguous, confusing and overwhelming, making it much harder to analyze and solve the problem.

Carpe Diem Niklas Eriksson



In both 737 MAX accidents, the failure of an AOA sensor quickly caused multiple instrument indication anomalies and cockpit warnings. And because in this airplane type the AOA sensors provide information to airspeed and altitude displays, the failure triggered false warnings simultaneously of speed being too low and also of speed being too fast. The too slow warning was a 'stick-shaker' rapidly and loudly shaking the pilot's control wheel. The too fast warning was a 'clacker', another loud repetitive noise signaling overspeed. These sudden loud false warnings would have created major distractions and would have made it even harder to quickly analyze the situation and take effective corrective action.

I recently experienced all these warnings in a 737 MAX flight simulator during recreations of the accident flights. Even knowing what was going to happen, I could see how crews could have run out of time and altitude before they could have solved the problems.

Prior to these accidents, I doubt if any U.S. airline pilots were confronted with this scenario in simulator training.

We must make sure that everyone who occupies a pilot seat is fully armed with the information, knowledge, training, skill, experience and judgment they need to be able to be the absolute master of the aircraft and all its component systems, and of the situation, simultaneously and continuously throughout a flight.

As aviation has become safer, it has become harder to avoid complacency. We have made air travel so safe and routine, some have assumed that because we haven't had a lot of accidents in recent years, we must be doing everything right.

But we can no longer define safety solely as the absence of accidents. We must do much more than that; we must be much more proactive than that.

We need to proactively find flaws and risks and mitigate them before they lead to harm.

We must investigate accidents before they happen.

Each aircraft manufacturer must have a comprehensive safety risk assessment system that can review an entire aircraft design holistically, looking for risks, not only singly, but in combination.

We must also look at the human factors and assumptions made about human performance in aircraft design and certification, and pilot procedure design.

In addition to fixing MCAS in a way that resolves all the many issues with it, including that the AOA Disagree light be made operative on all Max aircraft, we must greatly improve the procedures to deal with uncommanded trim movement, provide detailed system information to pilots that is more complete, give pilots who fly the 737 MAX additional Level D full flight simulator training so that they will see, hear, feel, experience and understand the challenges associated with MCAS, such as Unreliable Airspeed, AOA Disagree, Runaway Stabilizer and Manual Trim. They must have the training opportunity to understand how higher airspeeds greatly increase the airloads on the stabilizer, making it much more difficult to move manually, often requiring a pilot to use two hands, or even the efforts of both pilots to move it. And in some cases, how it cannot be moved at all unless the pilot flying temporarily stops trying to raise the nose and relieves some of the airloads by moving the control wheel forward.

Pilots must develop the muscle memory to be able to quickly and effectively respond to a sudden emergency. Reading about it on an iPad is not even close to sufficient; pilots must experience it physically, firsthand.

We should all want pilots to experience these challenging situations for the first time in a simulator, not in flight with passengers and crew on board.

We must look closely at the certification process. There have been concerns about the aircraft certification process for decades. Just a brief search revealed 18 reports produced by GAO, DOT OIG, and Congressional committees since 1992.

Many questions remain to be and must be answered:

Has the Federal Aviation Administration (FAA) outsourced too much certification work?

Should FAA be selecting the manufacturer employees who do certification work on behalf of FAA, instead of the employer, as is currently the case?

Did oversight fail to result in accountability?

Do the Federal Aviation Administration (FAA) employees and Boeing employees doing certification work have the independence they need to ensure safe designs?

Was there a failure to identify risks and their implications?

Was the analysis of failure modes and effects inadequate?

How was it that critically important information was not effectively communicated and shared with airlines and pilots?

Many other questions must be asked about the role Boeing played in these accidents:

Was there a leadership failure?

A governance failure?

An engineering failure?

A risk analysis failure?

A safety culture failure?

Whistle-blower protection must be strong and effective, and if it is not strong enough, we must strengthen it.

Key leaders and members of each safety-critical aviation organization must have subject matter expertise; in other words, they must be pilots who understand the science of safety. There should be at least one person so qualified on each corporate board of directors of each aviation company. Top project engineers of aircraft manufacturers must also be pilots.

Airlines worldwide must adhere to the highest standards of aircraft maintenance and crew training.

All the layers of safety must be in place. They are the safety net that helps keep air travelers and crews from harm.

Only by investigating, discovering, and correcting the ways in which our design, certification, training and other systems have failed us and led to these tragedies can we begin to regain the trust of our passengers, flight attendants, pilots and the American people. And, of course, in order for passengers to trust that the 737 MAX is safe to fly, pilots will have to trust that it is.

We have a moral obligation to do this.

If we don't – if we just file the findings away on a shelf to gather dust, we will compound these tragedies.

What would make the loss of lives in these accidents ever more tragic is if we say these were black swan events, unlikely to happen again, and decide not act on what we learn from them. To protect the status quo.

The best way to honor the lives tragically lost is to make sure that nothing like this ever happens again.

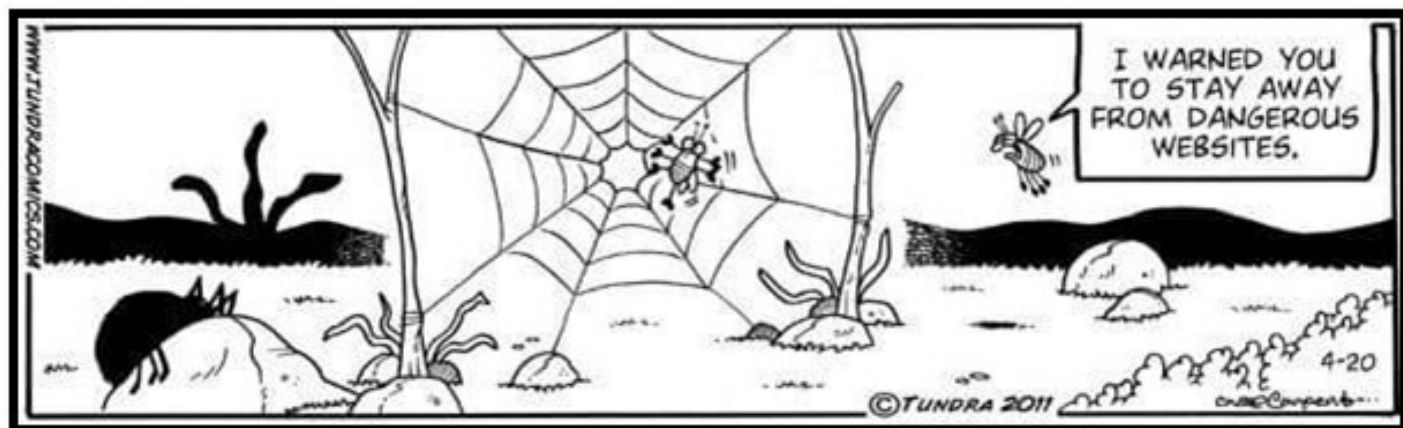
New requirement for travel to New Zealand



The government of New Zealand has issued a new requirement for entry into the country. Effective for arrivals on or after Oct. 1, 2019, all travelers from visa-waiver countries, including the United States, who are traveling to or through New Zealand need to be approved for a New Zealand Electronic Travel Authority (NZeTA) and pay a tourism tax. The NZeTA costs between \$9 and \$12NZD, and the tourism tax (which doesn't apply if you're just transiting the country) is \$35NZD.

The online application process needs to be completed in advance, either through the NZeTA mobile app or the New Zealand immigration website. Although most customers are being approved quickly, the application can take additional time to process. Each traveler's NZeTA will be validated during check-in, and those who require an NZeTA but don't hold a valid one will not be allowed to check in or board their flights. United is not able to accept or process the NZeTA application on behalf of travelers because of the personal information that's required.

You can learn more or request an NZeTA through the New Zealand Immigration website, or download the NZeTA app through the App Store or Google Play.



RUPA Pass Travel Report October 2019

Captain Pat Palazzolo
rupapasstravel@rupa.org

Employee Travel Center (ETC)
+1 (877) 825-3729
etc@united.com
or **Help Hub** or Flying Together

Checking passenger loads when buying off line tickets.

Hello fellow aviators,

This month a short column, but an important tip.

When buying an offline ticket on the **MyIDTravelPurchase** website via Flying Together, you



may notice that often times all the flights displayed show a frowning red face, which means that the flight is full or nearly full.

Don't get discouraged because you may not be seeing full flights at all. If you don't enter the name of the airline in the search box (See photo) then it will theoretically display all flights and all airlines on the route.

There are two problems with omitting the name of the airline. First it doesn't necessarily display all the flights, only a partial list. And more importantly, all the flights will show a very unhappy red face.

(“Cancel the vacation, Mildred!”)

However, once you go back and put in the name of the airline you want to buy a ticket on (or check the loads for), ALL of the flights on that particular airline will appear and all of them will give you realistic indications of the passenger loads (red, yellow or green faces).

So remember, for an accurate passenger load assessment, always insert the name of the airline.

As I've mentioned before there are a couple of apps and websites out there that will tell you the available seats in numbers. The one I have recommended is IDDeals.com. While this app displays the vast majority of airlines' seats, it doesn't show all of them. Southwest is one of them, Air India is another I have found. So, if you use this app and you can't find the airline you're looking for, go to Flying Together, and then to **MyIDTravelPurchase** link to check the loads for Southwest, and any other airline you may not be able to find on IDDeals.com.

Paraprosdokians

Since light travels faster than sound, some people appear bright until you hear them speak.

If I agreed with you, we'd both be wrong.

War does not determine who is right - only who is left.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



The Denver United Airlines Flight Center's 9 11 Memorial in the Cafeteria Entrance.

"Lost but never gone, Missed but never forgotten, Living on through those who will always remember ... Our brothers, heroes of the sky. - September 11, 2001"

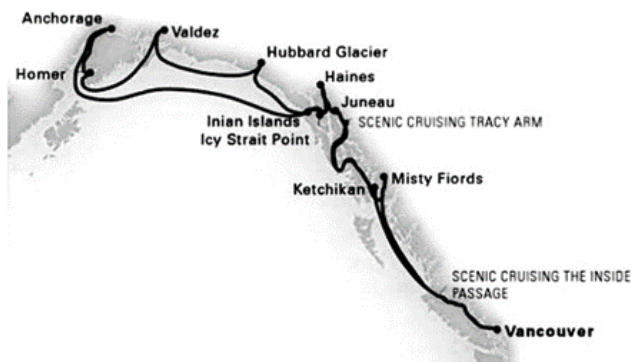
FLIGHT 93 - Captain JASON DAHL, First Officer LEROY HOMER

FLIGHT 175 - Captain VICTOR SARACINI, First Officer MICHAEL HORROCKS

By Marvin Berryman DENTK Retired. UAHF Will continue accepting your tax-deductible monetary (\$) contributions. Mail to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207.



2020 RUPA Cruise



The next RUPA cruise will be the 14 Day Great Alaskan Explorer departing from Vancouver Canada on June 29, 2020. Discover the ‘Great Land’ by sea – from the Inside Passage to deep-blue Hubbard Glacier to the rustic ports of Homer and Ketchikan.

Day 2 finds us sailing Alaska’s Inside Passage, one of the greatest cruising routes in the world, it offers opportunities to spot some of Alaska’s most iconic wildlife, humpback whales and orca plying the bountiful waters, bald eagles soaring overhead and brown bears lumbering on the shoreline.

Day 3 will find us in Ketchikan which has long been an important hub of the salmon-fishing and -packing industries. Here you can savor the fresh seafood at one of the local restaurants. It is also one of the best spots along the Inside Passage to explore the rich cultural sights of Native Alaskan nations like the Tlingit, Haida and Tsimshian. You can see intricately carved totem poles at the Totem Heritage Center and Totem Bight State Park.

Day 4 will find us cruising Tracy Arm with steep cliffs and glacier-covered mountains flanking the fjord, while the twin Sawyer Glaciers flow from the peaks down to the sea, sloughing off stories-high chunks of water frozen decades or even centuries before. Even more glorious than nearby Glacier Bay, Tracy Arm is part of the 5.7 million acres of pure wilderness sheltered by the Tongass National Forest (America’s biggest). Visitors often see bears, whales and mountain goats roaming across various corners of this pristine area—not to mention chubby baby seals resting on the ice floes.

Day 5 will find us at Haines, known as the adventure capital of Alaska. It is a hotspot for rafting and hiking, salmon- halibut- and trout-fishing in the Chilkat River or kayaking on Chilkoot Lake. During the late fall and early winter, thousands of bald eagles migrate through this area to feed on the salmon, an event celebrated by the Alaska Bald Eagle Festival in November.

Day 6 will find us at Icy Strait Point a former fish cannery. Canneries didn’t survive the advent of refrigeration; most were taken back by the forest or simply left to rot. With one exception, Icy Strait Point, beautifully- restored, now offers a museum and a cannery demo. It gives us a chance to look into history to see where Alaska’s money came from, all in a ghost town of millions of fish. Later in the day we will pass by the Inian Islands located at the northernmost point where the Gulf of Alaska enters the Inside Passage, the Inian Islands are prime feeding waters for a wide array of creatures, including sea lions, humpback whales and sea otters. This is Alaska at its most pristine and wild.

Day 7 is a day at sea.

Day 8 will find us at Anchorage. Alaskans love their summers and the residents of Anchorage are no exception. The city plants thousands of flowers to celebrate the arrival of warmer months and days that last as long as 19 hours from dawn to dusk. Approximately 40 percent of Alaska’s population lives in Anchorage. This diverse city of 300,000 includes a large military population, Native Alaskans, individuals who work for the oil industry and adventure-seeking types who want to get away from “the Lower 48.” While some cities have deer, Anchorage has lots of moose, known for being a bit rambunctious (and should be steered clear of if seen wandering down a street).

Day 9 will find us at Homer; the rich fishing grounds here attracted Native Alaskans centuries before Captain James Cook claimed the Kenai Peninsula for Britain in 1778. After some Russian tyranny—fur traders forced Native Alaskans to hunt sea-otter pelts for them—Homer got a proper start as an English-settled coal-mining town in the 1890s. Today the area’s known as the Halibut Fishing Capital of the World.

Day 10 will find us in Valdez, another fishing paradise. If you haven’t satisfied your craving for fish by now, you will have another opportunity to do so here.

Day 11 will find us at Hubbard Glacier. The glacier is up to 213 feet wide at its face and 164 feet tall, but that’s only the tiniest piece of the ice: The main channel of this frozen river begins 76 miles back, pouring down from around the 11,100-foot mark off the shoulder of Mt. Walsh.

Day 12 will find us in Juneau, the capital of Alaska. It is an unusual capital city in that no roads connect it to the rest of the state.

Day 13 will find us at Misty Fjords, sculpted by glaciers over millions of years, Misty Fjords' u-shaped "canals" wind through steep canyons of granite, shrouded in western hemlock, Sitka spruce and western red cedar. Misty Fjords is a part of Tongass National Forest and home to grizzlies, salmon, whales, mountain goats and deer.

Day 14 will find us sailing the inside passage on our way back to Vancouver. Summer temperatures average 35 to 60 degrees Fahrenheit so pack warm clothing. And don't forget waterproof gear, even when traveling by cruise ship: More than a meter and a half of rain falls here each year! We also recommend a water bottle, thermos or reusable coffee cup: On scenic cruising days, cruise ships ban paper and disposable plastic products that could litter this unsullied environment.

To view this cruise on the Holland website, go to www.hollandamerican.com. On the first page select Alaska & Yukon in the 'sail to box', select Jun 2020 in the departure date box, for duration select 9-16 days, select Vancouver for the Departure city and click on the search button. This trip will be on the bottom of page 9.

Sample pricing per person for this cruise start as follows:

\$1941 for an inside cabin	\$2199 for an outside cabin	\$4499 for a Verandah suite
\$7599 for a Neptune Suite	Port charges and Taxes are \$360 pp.	

Once again, we are working with Jerry Poulin at Jerry's Travel Service. If you have questions, please call him at 1-800-309-2023 access code 33, or 508-829-3068, or gpsp@aol.com for the latest prices and information. When you book with Jerry, he will give you a discount of \$100 to \$300 per cabin based upon the Category booked. You will also receive Complimentary Sparkling wine and chocolate covered strawberries at embarkation, as well as a complimentary Pinnacle Grill Dinner.

If you book before October 31st, for a small additional price, you will get the Explore4 package which includes: Free Internet for Verandah and Neptune Suite cabins, up to \$800 of on onboard credit depending on cabin category and a second Pinnacle Grill Dinner. He will also give all in the group 2 cocktail parties.

If lower prices become available, you will be rebooked at the lower rate. Prices are subject to availability and subject to change until booked. Submitted by, *Rich Bouska*

Alternatives to Surgery for an Enlarged Prostate

By Jane E. Brody/The New York Times



Ed Goldman, a retired bookbinder who says he's "pushing 80," does not let his age or enlarged prostate curtail his physical activities and desire to travel. He walks the streets of his beloved New York for about two miles a day, five or more days a week, and knows every possible bathroom stop along his usual routes. When arriving in foreign territory, he immediately checks out the location of lavatories to avoid an embarrassing accident. "The urgency, when it hits, can be pretty scary," he told me.

Mr. Goldman, like up to 90 percent of men in their 70s, has benign prostatic hyperplasia, or B.P.H., a nonmalignant growth of the prostate gland. As the prostate enlarges with age, it squeezes the urethra that passes through it and can disrupt normal urinary function.

The prostate is a walnut-shaped gland that produces the seminal fluid in a man's ejaculate. The gland typically starts to enlarge in men's 40s as smooth muscle and lining cells proliferate. As the gland gradually increases in size, nearly half of men develop moderate to severe symptoms of the lower urinary tract by their eighth decade of life. These symptoms can include hesitancy starting to urinate; weak flow; incomplete emptying of the bladder resulting in urinary retention; a frequent urge to urinate, and for some, an urgency that can cause incontinence, especially when lacking immediate access to a bathroom.

The result is often a serious diminution in quality of life, for example, when one has to make a sudden dash to the restroom in the middle of a meeting, golf game, concert or lecture that perhaps lasted longer than expected. The urgent need to urinate makes getting stuck in traffic or in a stalled subway car ever more stressful.

Mr. Goldman said he uses the bathroom every one to three hours and at least once during the night, adding

that “it’s very unusual for me to sleep for more than six hours at a time.” He knows he’s lucky so far. For some men who awaken every few hours to use the bathroom while trying not to disturb a bed partner (if they have one), a six-hour stint of sleep would be considered a blessing.

Common risk factors for developing B.P.H. include, in addition to age, a family history of the condition, obesity, metabolic syndrome, a sedentary lifestyle and diabetes. There is a higher incidence among African-American men. Diets high in starches and meat have been linked to progression of BPH, while a vegetable-rich diet has been associated with less severe symptoms.

The good news is there are now quite a number of ways to alleviate the symptoms of B.P.H. short of surgery to remove part or all of the prostate, which can cause other problems, including erectile dysfunction. According to guidelines published by the American Urological Association, recent treatments have focused on slowing the progression of the condition and preventing its complications.

Still, the first approach to relieving the symptoms of B.P.H., and perhaps even preventing or slowing the progression of prostatic enlargement, are focused on lifestyle changes. They include reducing overweight; minimizing liquid intake late in the day; getting regular physical activity; avoiding smoking and consumption of alcohol, caffeine and highly seasoned foods; and treating constipation.

Also helpful for men (and women) who have difficulty fully emptying their bladder and soon have to return to the bathroom is a technique called double-voiding. After urinating normally, wait about 20 to 30 seconds and try again. Men are likely to have more success emptying their bladders by sitting on the toilet and leaning forward instead of standing.

The traditional “gold standard” remedy for B.P.H. known as TURP, for transurethral resection of the prostate, involves inserting a scope through the penis and cutting away excess prostate tissue to relieve pressure on the urethra. Though TURP is the most effective remedy for troublesome B.P.H., in addition to causing sexual complications, this surgery incurs a risk of bleeding that limits its usefulness for men like Mr. Goldman who take anticoagulants.

In a less invasive version of TURP with fewer complications, a bipolar current is used to ream out the prostate. Another minimally invasive technique, called HoLEP, uses laser irradiation to remove excess tissue.

Experts say that aggressive surgical treatment like TURP should now be necessary to treat an enlarged prostate only in certain circumstances. These might include inadequate kidney function, recurrent urinary tract infections, bladder stones, blood in the urine, or the patient’s unwillingness to take a daily medication or failure to get relief through drugs.

Among currently preferred treatments are several categories of drugs, including alpha-blockers like Flomax, 5ARIs like finasteride, and PDE5 inhibitors like tadalafil. There is also a combination drug of an alpha-blocker and a 5ARI that is said to work better than either one alone. While the sexual side effects of surgery are usually permanent, if such effects are caused by a medication, they can be reversed by stopping the drug and perhaps switching to another one.

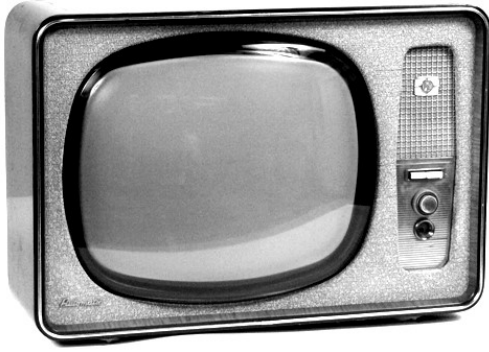
There are also now minimally invasive techniques to reduce the pressure exerted on the urethra by an enlarged prostate. In one, called the UroLift System, a telescope-like instrument is inserted through the penis and one or more small bands are inserted to retract the part of prostate that is pressing on the urethra. It is usually done in a urologist’s office as an outpatient procedure under local anesthesia and is supposed to result in immediate symptom relief with minimal risk of sexual side effects.

Another minimally invasive procedure, called Rezum Water Vapor Therapy, uses convective water vapor energy to destroy overgrown prostatic tissue. As with the UroLift System, it is done in an office setting under local anesthesia. The risk of side effects, including those associated with sexual performance, is reported to be low.

Keep in mind that most of the data about the success of UroLift and Rezum, including reports from patients, come from their manufacturers. If you are considering one of these, it would be a good idea to speak with one or more men who have had the procedure.

Most important, the urological association insists, is that patients with B.P.H. be told about all the various treatment options and their benefits and risks, enabling them to make an informed decision about how to treat their problem.

Black and White TV-A lesson on what's happened to America



Black and White (Under age 45? You won't understand.) You could hardly see for all the snow. Spread the rabbit ears as far as they go. "Good Night, David. Good Night, Chet."

My Mom used to cut chicken, chop eggs and spread Mayo on the same cutting board with the same knife and no bleach, but we didn't seem to get food poisoning.

My Mom used to defrost hamburger on the counter and I used to eat it raw sometimes, too. Our school sandwiches were wrapped in wax paper in a brown paper bag, not in ice pack coolers, but I can't remember getting e.coli.

No school bus. We walked 6 blocks without mom, without crossing guards, without wheely school bags, without so much as a scratch.

Weekends found us all roller skating down to the corner candy store where for 10 cents we shared the latest "Archie & Veronica" comic book. Now we would require adult supervision, knowledge of cell phone emergency capabilities and a lecture "stranger danger" and on using 911 just to get the mail.

Almost all of us would have rather gone swimming in the lake instead of a pristine pool (talk about boring), no beach closures then.

We all took gym, not PE... And risked permanent injury with a pair of high top Ked's (only worn in gym) instead of having cross-training athletic shoes with air cushion soles and built in light reflectors. I can't recall any injuries, but they must have happened because we were told how much safer we are now.

Flunking gym was not an option... Even for stupid kids! I guess PE must be much harder than gym.

Speaking of school, we all said prayers and sang the national anthem, and staying in detention after school caught all sorts of negative attention.

We must have had horribly damaged psyches. What an archaic health system we had then. Remember school nurses? Ours wore a hat and everything.

I thought that I was supposed to accomplish something before I was allowed to be proud of myself.

I just can't recall how bored we were without computers, Play Station, Nintendo, X-box or 270 digital TV cable stations.

Oh yeah... And where was the Benadryl and sterilization kit when I got that bee sting? I could have died! How did we all make it through without seat belts, bike helmets and booster seats?

We played 'king of the hill' on piles of gravel left on vacant construction sites, and when we got hurt, Mom pulled out the 48-cent bottle of Mercurochrome (kids liked it better because it didn't sting like iodine did) and then we got our butt spanked.

Now it's a trip to the emergency room, followed by a 10-day dose of a \$99 bottle of antibiotics, and then Mom calls the attorney to sue the contractor for leaving a horribly vicious pile of gravel where it was such a threat.

We didn't act up at the neighbor's house either; because if we did we got our butt spanked there and then we got our butt spanked again when we got home.

I recall Donny Reynolds from next door coming over and doing his tricks on the front stoop, just before he fell off. Little did his Mom know that she could have owned our house. Instead, she picked him up and swatted him for being such a jerk. It was a neighborhood run amuck.

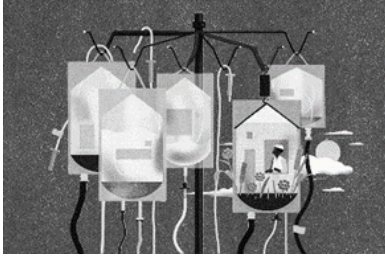
To top it off, not a single person I knew had ever been told that they were from a dysfunctional family. How could we possibly have known that? We needed to get into group therapy and anger management classes.

We were obviously so duped by so many societal ills, that we didn't even notice that the entire country wasn't taking Prozac! How did we ever survive?

FOR THOSE WHO MISSED THIS ERA; I'M SORRY FOR WHAT YOU MISSED. I WOULDN'T TRADE IT FOR ANYTHING!

Cancer Treatment at the End of Life

By Jane E. Brody/The New York Times



As the elderly man with an incurable cancer lay dying, he told his son he had only one regret. Rather than enjoying his last weeks of life with the people and places he loved, he had squandered them on drug treatments that consumed his days and made him miserable. Perhaps others can benefit from this man's end-of-life insight. Too often, people with incurable cancers pursue therapy beyond any hope of benefit except perhaps to the pockets of Big Pharma.

There are many reasons this happens. Some patients won't acknowledge that their death is imminent, and some doctors won't admit to them that nothing more can be done to contain the disease. Others with unstoppable cancers think that if they hang in there long enough, a new treatment may come along to reverse their fate. And some patients hope to ward off the Grim Reaper until after a special event, like a child's graduation or wedding or birth of a grandchild. Still others succumb to the urging of family members to try everything modern medicine can offer. Even I fell into that trap.

When my husband was nearing death from lung cancer, I continued to authorize radiation treatments in hopes he would live to attend a concert of the theater songs he had written. Alas, this was not to be (the concert became his memorial service), but after he died, I realized how much my goal tormented his last weeks with treatments he didn't want.

I also now realize that how people spend their remaining days should be a personal decision based on sound medical advice and free from other people's influence. This should prevail for any ailment for which there is no longer effective treatment, or when the harmful effects of treatment far outweigh any imagined benefits, or when patients decide that their disease or its treatments make their lives not worth living. For example, in February, Paula Span wrote in the *New Old Age* column about a 92-year-old man with failing kidneys who, after two weeks on dialysis, discontinued treatment because "this is not the way I want to live — it's painful and tiring." He died two weeks later.

Although slightly more than two-thirds of cancer patients treated in the United States are cured, this is mostly the result of early detection and combinations of surgery, radiation and chemotherapy treatments developed decades ago, Dr. Azra Raza, director of the Myelodysplastic Syndrome Center at Columbia University, wrote in her forthcoming book "The First Cell, and the Human Costs of Pursuing Cancer to the Last." In fact, experts suspect that some cancers discovered through early detection would never have become fatal even if they had not been treated.

But once solid tumors like cancers of the breast, colon, lung and prostate have spread well beyond the organs where they began — so-called Stage 4 cancers — cure is rarely, if ever, possible, although treatments with immunotherapy, for example, can sometimes prolong lives for months or longer.

(Prospects are far better for body-wide cancers of the blood and lymph systems.) At best, the often very costly treatments available today to treat patients with far advanced Stage 4 tumors do little more than postpone the inevitable and can make patients even more debilitated. When chemotherapy is used palliatively to shrink painful tumors, it is important to know when to stop because it is no longer helping.

As Dr. Raza wrote, most new cancer drugs add mere months to a patient's life at an agonizing physical and financial cost. For example, she noted, the drug Tarceva prolongs survival of those with pancreatic cancer by an average of 12 days at a cost of \$26,000 a year, not to mention dreadful side effects.

Still, buying time can be meaningful to many patients, who may use it to get their affairs in order, reconcile with estranged family or friends, and say meaningful goodbyes. A brilliant young woman I knew who died of colon cancer at 31 used the few extra weeks of life treatment likely gave her to finish writing an opera.

But experts who focus on quality of life maintain that it should be up to patients to decide if continued treatment is worth the costs. And not just personal costs but also dollar costs, given that some new therapies cost hundreds of thousands of dollars a year. Furthermore, these experts say, the decision to continue treatment should be based on honest, factual advice, not wishful thinking or pressure from family members.

The decision today is more complicated than in decades past because some modern treatments are less toxic than traditional chemotherapy and because there are now ways to counter, though not necessarily eliminate,

the devastating side effects of many treatments. Medical centers, the media and now the internet contribute to treatment dilemmas by touting early promising results of new therapies, giving patients and their families renewed hope for survival.

I wonder, too, how often oncologists suggest an experimental treatment more for the benefit of science than for the patients they're treating. Based on my family's experience, honesty about the goal is the best policy.

In 1958 when my mother was dying of ovarian cancer, her much admired and forthright oncologist, Dr. David A. Karnofsky, who devised a scale to assess patients' ability to survive chemotherapy, told my father that there were no other treatments to help her. But the doctor asked whether some experimental drugs could be tried that might prove beneficial to patients with less advanced disease.

Even when people with advanced cancer are relatively healthy, attempting yet another round of treatment often worsens quality of life in their final weeks, according to a 2015 study of 312 patients with metastatic solid tumors and a prognosis of six months or less to live. About half the patients in this study opted for end-stage chemotherapy. For those who were sickest at the start, quality of life in their last week was no worse than if they had skipped further treatment. But among the 122 patients in the best shape initially, quality of life was significantly worse for the 56 percent who opted for further chemotherapy. Holly G. Prigerson of Weill Cornell Medical College, who directed the study, expected the healthier patients to do better and was surprised by the results.

As Dr. Charles D. Blanke wrote about the study, published in *JAMA Oncology*, "Chemotherapy is supposed to either help people live better or help them live longer, and this study showed that chemotherapy did neither."

Sometimes, however, chemotherapy or radiation is offered to patients near the end of life to alleviate debilitating symptoms. But the goal of such palliative therapy should be made clear to patients lest it give them false hopes for a cure.

When Aches are More Than Signs of Age

By Jane E. Brody/*The New York Times*



Beth Uffner, an avid tennis player, developed an aching pain first in her legs, then in her shoulders that got progressively worse until she lacked the strength to get out of a chair unaided, let alone play tennis. Faith Sullivan, a novelist, developed a headache so devastating that she could hardly read and had to take a fistful of aspirin to get through a scheduled talk about her books. Both women were in their mid-70s when they were seized by different but related inflammatory autoimmune conditions — polymyalgia rheumatica in Ms. Uffner, temporal arteritis in Ms. Sullivan. Both disorders can sometimes afflict the same person. And while both are life-inhibiting, giant-cell arteritis, as temporal arteritis is also called, is especially dangerous. A delay in treating the cause of this viselike head pain can result in irreversible vision loss, a stroke or even death. Prompt and proper treatment with a corticosteroid like prednisone can quickly relieve symptoms of both conditions. But the therapy must be carefully managed by a knowledgeable physician — in most cases, a rheumatologist — to minimize side effects and produce a lasting remission.

As I learned from speaking with both women, it is important for people with symptoms suggestive of these disorders to resist the tendency to assume they're nothing serious — that they will soon resolve on their own with an over-the-counter remedy to counter the pain. As a septuagenarian athlete, Ms. Uffner, a New Yorker, was used to having aches and pains. She self-treated with lots of ibuprofen for several months until this nonprescription remedy was no longer enough to get her through a normal day.

And as Ms. Sullivan, a Minneapolitan, now knows and cautions others, anyone who develops an unusual, severe headache should see a doctor without delay. As she described her symptom, "It was like an iron helmet on my head that kept getting tighter and tighter."

Eventually, both women consulted their primary care doctors, who referred them to rheumatologists. Yet, as sometimes happens, both specialists made mistakes, resulting in a delay of effective treatment. Ms. Uffner was told that her symptoms were probably caused by osteoarthritis, a common condition among older adults that she'd had for years. Why, she wondered, would it have suddenly become so debilitating?

She then saw another more experienced rheumatologist, who suspected and soon diagnosed polymyalgia rheumatica and prescribed prednisone. Now, about three months later and on a lowered dose of prednisone, she's back on the tennis court, though still not as energetic as she might be. With gradually decreasing doses, she said she expects all symptoms of this disorder to be gone, hopefully without further treatment, by this time next year.

And while the first rheumatologist who examined Ms. Sullivan correctly diagnosed temporal arteritis as the cause of her crippling head pain, the doctor failed to treat it with an adequate dose of prednisone. After several relapses of the excruciating pain when the drug dose was reduced, she saw another rheumatologist who treated the problem correctly, with a starting dose twice as high. But by then it took five years of very gradually reduced doses for the condition to finally resolve.

According to the American College of Rheumatology, about 15 percent of people with polymyalgia rheumatica will also develop temporal arteritis, and half of people with temporal arteritis will also have polymyalgia rheumatica, so anyone with either of these conditions should be alert to the symptoms of the other.

Although there is no cure for either condition, the good news is that both disorders respond rapidly to prednisone or a related drug and, when adequately treated, will eventually go away. In fact, prednisone is so effective that if symptoms are not relieved within a few days when a proper dose is taken, chances are the diagnosis is incorrect.

Polymyalgia rheumatica, or PMR, more commonly afflicts women — most often Caucasians. The average age of onset is 70 and it rarely occurs in people younger than 50. No one knows why a person's immune system suddenly attacks the body's own connective tissue, although genetics are believed to play a role and an infection may be the precipitating factor.

It's a tricky diagnosis because the symptoms, which may start gradually or suddenly, can resemble a lot of different conditions. As Ms. Uffner experienced, PMR typically starts with pain and stiffness in the hips, thighs, neck, upper arms and shoulders that is most severe in the morning or following other prolonged periods of inactivity. Weakness and fatigue soon follow, sometimes accompanied by a mild fever, poor appetite and weight loss.

Making the correct diagnosis is a process of elimination. Many blood tests are done to rule out conditions like rheumatoid arthritis, lupus, Lyme disease, vasculitis, various muscle and infectious diseases, hormone abnormalities and even cancer.

Once PMR is diagnosed, it's also important for patients to be checked for signs of temporal arteritis. If someone has symptoms suggestive of arteritis, a biopsy of the temporal artery on the side of the head may be needed to confirm the diagnosis.

The symptoms of temporal arteritis are not nearly as confusing. They result from inflammation of the temporal arteries that feed blood to the head, and that's nearly always where it hurts the most. Patients may also have scalp tenderness, vision changes or soreness of the face or jaw, especially when chewing. Other possible symptoms include feeling sick, fever, fatigue and achy arms or legs. The most serious complication is a stroke, which afflicts about one person in 20 who has temporal arteritis.

Steroids like prednisone work by curbing the function of inflammatory cells that are the hallmarks of both disorders. But the medication has its own challenges. While it can give patients an energy boost, it also stimulates the appetite and fosters water retention, causing facial and abdominal bloating and weight gain.

More serious, however, is immune suppression, which is the secret to steroids' therapeutic success but also one of their main risks: They can increase a patient's susceptibility to infection. Patients on long-term steroids should be evaluated frequently for possible side effects. Blood tests can often detect risks before they cause any noticeable symptoms. Among needed checks are those for heart and lung function and blood sugar, as well as certain nutrients. Because steroids can weaken bones, patients are usually advised to take supplements of calcium and vitamin D and have their bone density measured periodically.

Finally, for people who cannot take steroids or who don't benefit adequately from them, there are other drugs, including tocilizumab, that could be used instead.

Medical articles are published for informational purposes only. You are advised to consult your personal physician before following any advice contained in these articles. Ed

LETTERS

MRS. CECILIA COLES—Belvidere, IL
Time to pay dues. Don celebrated his 82nd birthday in heaven today. He retired early and really enjoyed his retirement until cancer ravaged his body slowly. I took care of him for 10 years and was grateful for each day we had together. He's been gone 9 years 7 months and 17 days. Lonely but enjoy 5 acres we've lived on for 45 years. Being an outdoors person, so will stay here so long as I can.

I remember Don coming home from a trip and saying "I'm doing what I love and they even pay me for it. Thanks for your informative magazine. *Cecilia*

DICK MCCORMICK--Prescott, AZ
First of all, THANKS to the RUPA staff for doing a great job. We do appreciate your service.

It has been a while since my last update so will just hit the high points. We have been snowbirds between Napa, CA and Surprise AZ for the last 15 years. Three years ago we decided to sell our home in Napa and build a summer home in Prescott. A good move. Renting a hangar for my Cessna 210 in Prescott, everything good. Well up until it was time to renew my insurance on the 210. The best I could get was a \$7,000 a year policy. I tried it for 8 months and it just did not make since to be spending that much on insurance. Have a buyer that will pick up the 210 on Labor Day. Sorry to see it go as that will be the end of flying Angel Flights. A great service for people in need of medical treatment out of their local area. Been attending Oshkosh with my son and friends the last few years. What a great aviation event. Dan, my son, retired from GE last Dec. Dan has a Beech T-34 and a Super Decathlon. The SD is a high wing, 2 seats, fabric covered tail dragger. If I play my cards right, I just might end up with the Decathlon.

Many years ago, while I was based at Perrin AFB, the aero club had 2 T-34's. The wife (Pat), son (Dan) and I would fly up to KCK to visit our family. Dan was about 3 years old at the time and about 3 foot tall. I would take the control stick out of the back seat to give them more room. While in cruise Dan could stand up. Now, fast forward 51 yrs. He owns a T-34 and I am the one in the back seat. He hasn't taken the stick out (yet). I can still do a smoother roll than he can. Well, I think they are smoother. Must admit not as good on the higher positive G's, forget the negative G's. Health as a horse, just an old horse (83 this mo).

Which brings us up to our health. Blew out both Achilles heels at the same time a few years ago. The recovery was not much fun. Had a bout with A-fib for a few years. The fight with the FAA was the worst part of that ordeal. Have been A-fib free for 7 years and am off all med's. Pat has not been as lucky. In the last 3 years 3 months she has had 3 hip replacements and a shoulder replaced. Takes a while longer to heal at our age but she is doing well. A positive attitude sure does help and that she has. That about does it for who knows how long. Sure do enjoy the photos taken at the monthly RUPA meetings.

Best To All, *Dick* JFK, DCA, SFO, ORD, SFO, LAX, SFO

PAULL WEISS—Boynton Beach, FL
It has been 17 years since I set the brakes at ORD. The first 9 years were great, the last 8 not so great. 8 years ago I was diagnosed with cancer, and while having chemo for the first 6 ½, I was doing ok. Then in February 2018 I came down with a bad case of shingles (which still effects me today) and then in April ended up in the hospital with a bad reaction to the side effects of the chemo. In September I did one of the hardest things, I retired from the tax preparation business after 52 years. The bonding I had with many of the clients (some for the entire 52 years) I am missing greatly.

We have taken a number of cruises in the past year and have travelled to see the children and grandchildren a number of times.

We moved in June to an excellent facility with 3 golf courses but 3 weeks later the cancer grew a little but it was enough to cause a problem, I am now back to chemo and on oxygen 24/7.

I enjoy reading the *RUPANEWS* each month and seeing what old friends are doing, to the editors keep up the good work.

36 plus years at ORD and 12 schools from the DC-6 to the B747-400. *Paul*

JOE WILDBERGER—San Francisco, CA
It's been a good year - no medical problems of any consequence - just getting older and the aches and pains that come with it.

Took a couple of cruises - one to the Eastern Caribbean and one to Alaska. Booked both of them through PERX which is a really good deal.

Hard to believe that this year is the big 80. As I've said before, if I'd known I was going to live this long, I would have saved more money, but I suppose living to an old age beats the alternative. Best to all. *Joe*

MIKE WOMACKS—Scottsbobo, AL
Once again, I am late with the dues and update.
Took care of that today.

It has been an uneventful year since last update. I have retired from corporate flying and have sold my Yak-52. I still have my interest in the Bellanca Super Viking. We are installing a factory reman in it and can't hardly wait to fly it.

All of my family are doing fine. Daughters are both teaching, and my son is flight instructing trying to reach that magic 1,500hrs mark. My wife is selling real estate and doing well at it. We have been on 7-day cruise this year and plan another in Jan.

Thanks to all who make RUPA happen. *Mike*

IN MEMORIAM

DONALD RAY JOHNSON

Donald Ray Johnson, 80, passed away June 1, 2019 in his home, supported by the care of his family and friends. He was born on October 9, 1938, in Altoona, Pennsylvania.

Don left Juniata College in 1958 to join the Air Force. He left the Air Force in 1964 and joined United Airlines. He retired from United in 1998 after a 34-year career.

He married Merial ("Kelly") Bailey in 1964. He was a wonderful husband and father with a generous spirit and a gift for spinning stories about his people, flying, and himself. Once you met Don, you were adopted and became a member of his extensive family. His coworkers affectionately called him "Captain Dark Cloud" for his self-deprecating and somewhat dark sense of humor.

Over the years, the family lived in Colorado, Illinois, and Ohio. Most summers were spent at relatives' places in Hesston, PA, with vacations to visit extended family in Jensen Beach FL and Cambridge ID.

In addition to the family and friends that meant the world to him, Don's many loves included dogs of any kind, clocks, Guinness on tap (not bottled or canned, ever!), his 1963 Chevy Impala, making up his own lyrics to songs, and talking back to the television. His beautiful blue eyes and the mischievous smile that lit up his face when he was laughing with or at you will be sorely missed by us all.

Don is preceded in death by his wife of 53 years and



is survived by four children and eight grandchildren.

Per Don's expressed wishes there is no memorial service planned. He always said "Don't mourn my passing. Life is hard, get on with yours and don't waste your energy grieving over me. I did everything I wanted to do in my life." Don was generous to a fault. If you insist on doing something to honor him, please make a donation to the charity of your choice, or find someone in need and lend them a kind hand.

KENNETH HOWARD WHEELER

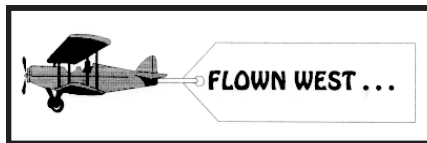
Kenneth Howard Wheeler, 82, of Zanesville passed away peacefully at his residence on September 5, 2019.

Kenny was born in Zanesville on April 23, 1937. He graduated in the class of 1955 from Philo High School and was the winner of one of the four Shinnick scholarships awarded that year. He attended Ohio University in Athens for a year; then transferred to The Ohio State University from which he graduated in June 1959 with a B.S. in education. Through Air Force ROTC he was commissioned a Second Lieutenant and graduated from Pilot Training Class 61-C. He served on active duty from 1959 to 1965. He was then employed by United Airlines from which he retired in 1997 after 32 years of service.

Kenny was protestant by faith and attended the Philo United Methodist Church, where he sang in the choir and taught Sunday School. He was a former member of Carlwick Grange, the Blue Rock-Meigs One Room School group, and the Putnam Senior Citizens. He was also a member of American Legion Post #29 and the Muskingum County Veterans Hall of Fame. Kenny had been a member of the Barbershop Harmony Society since 1966 and was a life charter member of the Ancient Harmonious Society of Woodshedders and 2001 inductee of the AHSOW Hall of Fame. In 1997 he was inducted into the Muskingum County Country Music Hall of Fame, where he held all offices except secretary. He was also a member of the Zanesville chapter of the Ohio Country and Western Music Association and 2001 inductee in the OCWMA Hall of Fame. He was named Red Cross Senior Adult Hero of 2010.

On September 1, 1956, he married his Philo classmate Nancy C. Roush, who passed away in December of 2013 after more than 57 years of marriage. Kenny is survived by two children, three grandchildren and four great-grandchildren.





Robert S. Bounds	Aug. 07, 2019
James R. Gwinn	Aug. 03, 2019
James J. "Joe" Gerken	May 14, 2019
Albert C. "Al" Haynes	Aug. 25, 2019
Donald R. Johnson	Jun. 01, 2019
Darryl L. Naegeli	Aug. 22, 2019
George J. Schnell	Jul. 31, 2019
Kenneth H. Wheeler	Sep. 05, 2019

**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

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

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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 Wings (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

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC*—386-760-9736
Sarasota Sunsetters (2nd Tuesday 11:30, 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 Larry Becker, 808-262-8785)—*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)—*Memphis Barbecue*—702-558-9422 or 702-565-7175
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 Crazies (3rd Thursday)—*TJ's Wooster* (Always coed.)—330-653-8919

Oregon

Oregon Coasters (1st Wednesday, 12:00)—*Rosa's Mexican Restaurant, Florence, OR* 541-999-1979
The Columbia River Geezers (2nd Tuesday 11:00)—*California Pizza Kitchen, Clackamas Town Center*
503-659-0760—Ron Blash - rblash@mac.com - (H) 503 636 3612, - Tony Passannante - hotshotcharley@aol.com
The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville*—541-245-6896

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