

rupanews



Journal of the Retired United Pilots Association



Viewing this online? [Click the desired page below to navigate there.](#)

To return here, click the  icon on the bottom of any page.

IN THIS ISSUE

Member Photos	Page 2	There I Was . . .	Page 32
NOTAMS	Page 3	Articles	Page 35
President's Letter	Page 4	Letters	Page 39
From the Editor's Desk	Page 6	In Memoriam	Page 46
Travel Report	Page 7	Flown West	Page 47
R & I Report	Page 8	Officers-Board-Chairs-Reps	Page 48
Cruise Update	Page 11	Luncheon Information	Page 49
Luncheons / Local Reports	Page 12	A Look Back	Page 50
RUPArians Promoting Avia.	Page 30	Member Photos	Page 51
		Back Cover	Page 52

Member Photos

Member-submitted layover and work-related photos



Dick Kuhn and Jim Morehead.



Retired 777 Captain Bryan Miller and new hire son, Justin Miller assigned to LAX A320.



New hire pilot Ian Gregoire presented his wings by UAL first officers David and Pam Gangl. Below is Ian in a UAL simulator when I gave his CAP Sq. a tour in the early 90s. *Editor George E*



Join RUPA
www.rupa.org/membership/



NOTAMS

About the Cover Tails. By Victor Gutiérrez. IAH

About the Back Cover Thanksgiving Humor

Remember - The Jan issue is the RUPA Directory **Don't wait until you're on short final to update your contact info**



This is your reminder to verify and make necessary changes for the directory. e.g. Your address(es), phone #s, email, etc. (Contact info is not posted online)

This is especially true for Nov-Dec birthdays.
Due by 1 Dec. See below.

Change of Address: Can be done [on-line](#) or email to RUPASecTr@rupa.org
The editor cannot make the change.



Remember - The Jan issue is the RUPA Directory

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

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

The dreaded spam folder: For some reason, the emails from RUPA, including "Your RUPANews is here" email, end up in a lot of folks' spam folder. We worked with our webmaster and with a bit of coding magic it appears the problem is solved.

Happy Thanksgiving

DUES

How to pay your RUPA dues

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

RUPANEWS (USPS 017-562) is published monthly for members for \$35 per year (see above for how to pay) by the Retired United Pilots Association, 5214F Diamond Heights Blvd. #3293, San Francisco, CA 94131.

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



President's Letter

Don Wolfe rupapres@rupa.org



The 2022 RUAEA Convention was held in San Diego from October 4-8 at the DANA on Mission Bay. The hotel is located in a beautiful setting next to the water with many amenities, excellent food and very nice rooms. RUAEA President **Don Burbank**, VP of Conventions **Hank Gosselin** and the RUAEA Convention Committee did an outstanding job of creating a wonderful venue for the United Airlines retirees.



I departed KAUN Auburn, CA early on October 5, in the mighty Cessna 180 to attend the convention. It was a smooth flight down the Central Valley in cool morning air followed by topping the San Gabriel Mountains at 9500 with a smoking 150 knots ground speed. Weaving around L.A. air space I finally arrived at Gillespie airport, KSEE



Wolfman, George Cline

in 3 hours, on time with no lost bags. I was greeted by my old neighbor **Captain George Cline**. As previously reported, George and I lived next door to each other in Napa and often dressed exactly alike with no prior planning. True to form, we were wearing blue polo shirts, gray shorts and gray shoes. The only difference in apparel was George's white socks and my black socks. My black socks and shorts, "The Chicago Look" is due to a previous fashion tune-up from my daughter. "Dad, white socks, really?" Fashion credit for the 2 best dressed RUPA members at KSEE is due to the hiring practices of UAL's **Nancy Stukey**, the Stanine test and well, we're pilots!

The RUAEA Convention was attended by over 180 people and was fun and exciting. Events included tours of scenic La Jolla and the San Diego harbor. There was a UAL Benefits presentation with representatives from UAL travel, HR and the Alliant Credit Union. Thursday evening dinner was served at a Bali Hai Polynesia Adventure, there was a Fiesta Party on Friday and of course the RUAEA Banquet. Live music was played at every event. The breakfast buffet in the morning and happy hour in the evening made for a good start to the day and social time prior to dinner. The room rate of \$129, complimentary breakfast (\$22 value) and free parking made this hotel one of the best deals going for a vacation/convention in beautiful San Diego.

Captain Rich Erhardt and **Cyndi Schwager** along with **Captain John Gorczyca** and wife **Sharon** were in attendance with me. We 3 pilots couldn't help but tell a few "there I was" stories of aeronautical greatness, but our tales paled in comparison to some of the "there we were" events told by the mechanics. Many of those maintenance situations were really funny, especially those attributed to the DC-8 and B-727 combi.



John Gorczyca, Don Burbank, Wolfman.

I was reminded at the RUAEA Convention that my 40 year ride at United Airlines included 11 CEO's, many forks in the road and more than one financial misfortune. In spite of those facts I'm thankful for the high quality of people that I worked with throughout the journey. I was surprised at how many of those people from "back in the day" I recognized at the convention. It was nice to see them again and to share in the pride of our work in the airline industry. The friendships we made flying big jets is truly something to hold dear in our hearts. Let's take a moment this Thanksgiving to remember the wonderful people United Airlines brought into our lives.

Wishing you and your family a Happy Thanksgiving and may you find joy in every day.

Cheers!

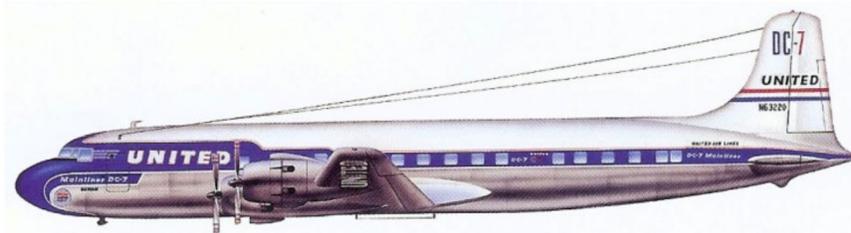
WM



RUAEA Banquet

Welcome New Members

<u>New Member</u>	<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
Capt David "Hawg" R Williams	DCA	Amy	Belmont, NC
Capt Sean P Bautista	SFO	Melissa	Reedley, CA
Capt H Ergin Aydin	IAH	Peggy	Houston, TX
Capt George Cline	SFO	Patty	Hidden Meadows, CA
Capt David "Dave" P Russell	SFO	Jenny	Modesto, CA
Capt Paul H Zumdieck	SFO	Sherri	Seabeck, WA



From the Editor's Desk

George Cox rupaeditor@rupa.org



I attended a Wings Ceremony at TK this month. Thirty-five new captains were presented their wings and sixty-four new-hire first officers were welcomed to United's ranks. The ceremony was also Zoomed to let families unable to attend join in the festivities. Attendance was limited and I was fortunate to attend to see First Officer Ian Gregoire presented his wings by UAL first officers David and Pam Gangl.

Ian was a family friend though our kids who were on the same swim team. He was also in the Civil Air Patrol and I had "then and now" B737 simulator photos of him in the [Sep 2020 RUPANews](#).



New Captain and new hire names on the monitors.

Large turnout for the ceremony



This past month I also went to visit a RUPA neighbor who is giving back to the aviation community. Over the years Ken Hendrickson and his son, Eric, both RUPA Members have been involved in aviation. That story is on [page 30](#). Check out the details.

Are there any other stories out there of RUPA members promoting future aviators by giving back to the community? Let me know.

Happy Thanksgiving, Editor George

Travel Report

Retiree Travel information



November 2022

Captain Pat Palazzolo
rupapasstravel@rupa.org

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

Two Great Resources for Things to See and Do in Any City in the World.

Both the Trip Advisor and AirBnB websites and apps have a great feature anyone can use without even purchasing or reserving anything from them.

TripAdvisor calls it “**Things to Do**,” and AirBnB calls it “**Experiences**.”

I’ve found Trip Advisors information to be more robust than AirBnB’s Experiences, however I’ve also found a number of things to do or see on AirBnB Experiences that are not shown on Trip Advisor and vice versa. So it may pay to visit both web sites.

Let’s use Cape Town, South Africa as an example.



In **Trip Advisor**, besides the best hotels and restaurants ranked by visitors, there’s a separate section called “Top Attractions in Cape Town”, which appears on the list as a result of visitors’ rankings. You can see the number of reviews and the score for each one.

But there’s also a section In Trip Advisor called “Things to Do” Everything is grouped in categories, and then within each category, they are ranked by reviews from visitors.

For Cape Town the categories are Bus Tours, Ports of Call Tours, Nature and Wildlife areas, Day Trips, Wine Tastings, Nature and Wildlife Tours, Private Sightseeing Tours, Beaches, Full day Tours, Half day tours, Shopping Malls, City Tours, Photography Tours, Points of Interest and Landmarks, Dining Experiences (different from Trip Advisor’s Restaurant guide) Beer and Brewery Tours, Farmers Markets, 4WD tours, Hiking tours, Safaris, Sporting events, Airport and Hotel Transfers, “Top Picks,” “Likely to sell out,” Family friendly, Special Offers, Water Parks, Yoga classes and Viator VIP Tours.

Air BnB’s set up is a bit different.



For Cape Town, South Africa open the AirBnB app or web site. After clicking on the search button, Experiences will appear at the top.

There are literally hundreds listed. You can filter them by Price range, languages offered, Time of Day.

The categories are, Art and Culture, Entertainment, Food and Drink, Sports and Tours.

These are ranked by reviews from visitors, just like Trip Advisor.

As a reminder, countries south of the equator are enjoying their summer months during our winters, so countries down south, such as Australia, New Zealand, South Africa, and southern South America may be somewhere you want to check out for our winter.

Cheers,

Pat Palazzolo

R & I Report

Retirement and Insurance Information

Bob Engelman rupari@rupa.org



Hi everyone-

I just watched the “Plan Your Estate Before It’s Too Late” video by well-known financial journalist Terry Savage. It was provided by Aetna and was informative. You can go to www.terrysavage.com to see her presentations.

And now on to all the news that’s fit to print.

DENTAL IMPLANTS

Last month, I wrote about the enotes from members that were about Aetna refusing to pay claims for dental implants. You should have received your 2023 coverage document and looked at annual enrollment. If you have and look on page 8 of the “Schedule of Cost Sharing” section, you’ll see that you are also covered for 2023. Regarding getting Aetna to pay, I have an update for you. As I’ve written before, Aetna requires claims to have medical codes. Dentists don’t use them. They use dental codes. Go figure. You’ll need your dentist or oral surgeon to call Aetna’s Precertification team at 800-245-1206. I was told that they have the medical codes that correspond to the dental work, and the dentist can use those codes to file the claim. This is a new number. The provider needs to tell them it’s for dental implant work. And it has to be medically necessary and not just cosmetic. The verbiage on page 8 is hard for me to understand so take a copy and show it to your dentist. I just got another email from a friend yesterday, so this is an ongoing, frustrating issue. As usual with Aetna, it’s like pulling teeth to get this resolved!

MAYO CLINIC REFUSING OUR PLAN

Then there’s the problem our members who go to the Mayo Clinic facilities around the country being told that as of January 1st, they won’t accept our plan. I keep getting enotes about this. We’ve been told by Aetna that if you just pay up front, you can submit a claim to Aetna, and you’ll be reimbursed up to the Medicare amount. Now a member was just told that isn’t acceptable to Mayo Clinic. Mind boggling. They won’t accept a cash/credit card payment? After that, whatever happens with Aetna is between you and Aetna, so why should the Mayo Clinic care? More on this once we get a resolution.

PACT ACT

From TAPS, a veterans association: “TAPS is grateful to Chairmen Jon Tester (D-MT) and Mark Takano (D-CA) and Ranking Members Jerry Moran (R-KS) and Mike Bost (R-IL) of the Senate and House Committees on Veterans’ Affairs for their leadership on the PACT Act which passed the Senate with a vote of 86-11 on August 2, 2022, and the House by a vote of 342-88 on July 13, 2022. Thank you to the leadership of the House and the Senate, the Biden Administration, the VA, and the more than sixty veteran and military organizations who joined us in advocating for this critical legislation. We are also grateful to Jon Stewart and John Feal for their dedication to this bill.”

This bill was unnecessarily hard to get passed, initially getting no votes from the party not currently in power, but thanks to the party currently in power, it finally got done.

The Act -

Effective October 1st, VA is expanding and extending eligibility for VA health care for certain Veterans of the Vietnam, Gulf War, and post-9/11 eras under the PACT Act.

On August 10, President Biden signed the PACT Act into law, authorizing one of the largest health care and benefits expansions in VA history. Next month will mark VHA's first step in that expansion. Effective October 1, VA is expanding and extending eligibility for VA health care for certain Veterans of the Vietnam, Gulf War, and post-9/11 eras under the PACT Act.

As Secretary McDonough says, "This expansion will bring generations of new Veterans into VA health care, and increase the health care benefits of many more, which will result in the one outcome that matters most: better health outcomes for Veterans. I highly encourage these Veterans to apply now for the health care they've earned and deserve." Vietnam era Veterans who served in the following locations and time periods are eligible to apply for enrollment now:

- Service in the Republic of Vietnam between Jan. 9, 1962, and May 7, 1975
- Service in Thailand at any U.S. or Royal Thai base between Jan. 9, 1962, and June 30, 1976.
- Service in Laos between Dec. 1, 1965, and Sept. 30, 1969.
- Service in certain provinces in Cambodia between April 16, 1969, and April 30, 1969.
- Service in Guam or American Samoa (or their territorial waters) between Jan. 9, 1962, and July 30, 1980.
- Service in Johnston Atoll (or a ship that called there) between Jan. 1, 1972, and Sept. 30, 1977.

Beginning October 1, Gulf War Veterans who served on active duty in a theater of combat operations after the Persian Gulf War may be eligible to enroll in VA health care. This includes Veterans who, in connection with service during such period, received the Armed Forces Expeditionary Medal, Service Specific Expeditionary Medal, Combat Era Specific Expeditionary Medal, Campaign Specific Medal, or any other combat theater award established by Federal statute or Executive order.

Beginning October 1, Post-9/11 Veterans who did not previously enroll in VA health care will have a one-year window in which they may be eligible to enroll if they:

- Served on active duty in a theater of combat operations during a period of war after the Persian Gulf War, or
- Served in a combat against a hostile force during a period of hostilities after Nov. 11, 1998, and
- Were discharged or released between Sept. 11, 2001, and Oct. 1, 2013

You can visit www.va.gov/PACT to get the latest information and updates.

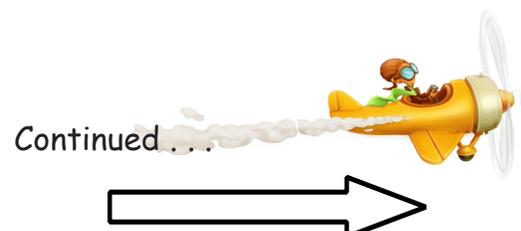
Please share widely.

VA Offers Benefit Debt Relief to Veterans Affected by Recent Hurricanes

WASHINGTON — The Department of Veterans Affairs is offering a suspension of debt repayments for Veterans and family members affected by Hurricane Fiona or Hurricane Ian.

For suspension of benefit debt, Veterans and beneficiaries can contact the VA Debt Management Center via Ask VA at <https://ask.va.gov> (select Veterans Affairs-Debt as the category) or call 800-827-0648.

For suspension of medical care and pharmacy copayment debt, Veterans and beneficiaries can contact the Health Resource Center or by calling 866-400-1238.



FOR UBER RIDERS

A hack to save a bunch of money if you use this ride share service that was posted on Tik Tok:

In the video posted by user Nikhil (@nikhillslife), he shows a prospective Uber ride between Los Angeles' LAX airport and a restaurant "that's about three miles away." The cost for this ride is just over \$42 with Uber Black and around \$39 using UberX.

"But, if I move my pickup destination from LAX to the Hyatt Regency, which is a hotel that is literally 500 feet away from LAX-it, it's now going to cost me \$8.93," he concludes.

"[LAX-it](#)" refers to LAX's stand for taxis and rideshare apps.

Some of you were directly affected by Hurricane Ian, and I'm thinking of you. In the FLL area, we lucked out, only getting the feeder bands. So, to all RUPArians, please be thinking about our friends who got socked by Ian, and those who faced the wildfires out west and the flooding on the east coast. Be careful out there.

Bob Engelman

RUPA R & I



Important Aetna Phone Numbers

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



Membership :

RUPA Volunteer Posting - Membership

- Create welcome package for new members (Welcome letter, Membership certificate, lapel pin, RUPA Directory).
- Print documents.
- Mail packages.
- Printer ink, paper, postage, etc., expensed to RUPA.
- Welcome packages can be created and mailed once per week or once per month at the discretion of the membership committee.
- Average new members per month is 12.

Flown West:

- Thank you to Tad Gordon for volunteering to help with the Flown West data.

Cruise Report

FINAL RUPA ALASKA CRUISE REPORT

I was disappointed that more RUPA members did not take advantage of the opportunity to go on the cruise to Alaska this year. It was a unique cruise, one that the cruise line does not offer very often. I can understand why many of you were reluctant to go, Covid is still with us and not fully understood, and at our age, we all must be careful. At one time we did have about twenty people signed-up to go, but as the time approached to make that final decision, most of us decided not to go for various reasons. My wife and I had to cancel do to health issues not related to Covid. So, it turns out that we missed out on a very good trip. The following is a report written to Jerry Poulin, our travel agent, by fellow RUPA member Bob Niccolls, published here with his permission, who went on the cruise with his family.

Submitted by *Rich Bouska*

=====

Hi Jerry,

In many ways 'the dream trip'.....having the family with us, and a first for them as well. Just fun and a great adventure. Upon checking in I saw a fellow with a UAL pilot tag on his bag but didn't have a chance to talk and then never saw him again for the two weeks. No BS Smith as well, so I guess we were the only RUPA folk on board. The route was wonderful...perfect. The times, locations and indeed the weather were wonderful. The nasty weather predicted turned and went north leaving us, for the most part, perfect sailing weather. As I mentioned to Holland America in the review they requested, the results of Covid and the impact financially on the companies is evident. Most evident on the lectures available and the shows, but also on the additions on the menu each meal for additional items at an additional cost. Not the Holland experience Marty and I remember from long ago, but still a really nice and good experience. The RUPA folk who cancelled or looked the other way really missed out on a fine time. The interactions with the whales, both humpback and Orca were exceptional and the photos have captured those. Scenery spectacular. Each port a delight and the days at sea a joy. Cruising the Misty Fiords, Hubbard Glacier and Glacier Bay perfect. The only negatives came with the old cruise issues of the dreaded stomach bug and Covid. Our son got 'the bug' and was down for a couple very unpleasant days around mid trip. Both our daughter and daughter-in-law came home testing positive for Covid and with symptoms. The Covid, in my opinion, is probably just endemic now and not unexpected. The stomach issues are long term and something Marty and I experienced long ago on other ships. Not pleasant and something the lines need to continually work to improve on as it is a consideration of such vacation decisions.

However, all in all, a wonderful time and made more so by your attention to the planning and scheduling for us. We, the whole family thank you. The various packages, rooms and all were perfect and appreciated. We thank you and for all your help on (in spite of 'bugs') a really wonderful and positive family adventure. Thank you!

Cheers,

Bob



Luncheons / Local Reports

Check the Luncheon Information page for your area

ATL - Atlanta Buzzards

We had a very good quarterly ATL Buzzards turnout of about 25 at our third quarterly lunch. The trend continues to welcome attendees that haven't made it previously.

Link and Tracy Groom flew their Bonanza from Charleston for the \$500 hamburger. **George Fox** drove from Athens, GA (Go Dawgs, the national champ Dawgs), **Ron Mussig, Charlie and Heather Maynard** drove from Auburn, AL (War Eagles). The rest of us braved ATL traffic.

I'm a pretty sure I heard EA/UA **Captain Jimmy Stewart** negotiating the airline discount for us. The staff at Malone's adjacent to Hartsfield continues to welcome us back with great service.

Thanks to **Mike Marcano** for the brilliance to remember the name tags!!

See you in Dec. Bring your friends.

Salud,

Barry Davis



Front row L-R: Frank Morgan, Steve Counts, Link and Tracy Groom, Jimmy Stewart, Joe McCann, Barry Davis, Mike Marcano, Jim Bankston, Don Roberts.

Aft row L-R: Wally Drage, Bill Leech, Curtis McBarnette, Charlie Maynard, George Fox, TC Lewis, Joe Forrest, Ron Mussig.

Seated L-R: Susan Guletsky, Heather Maynard.



Winston Whitlock
 Tom Gray
 Joe McCann
 Frank Morgan
 Link Groom
 Tracy Groom
 Mike Marcano
 Jim Bankston



Wally Drage, Don Roberts.



Tracy Groom
 Mike Marcano
 Jim Bankston
 Charlie Maynard
 Heather Maynard
 Winston Whitlock
 Tom Gray



George Fox, Jimmy Stewart.



TC Lewis, Joe Forrest, Curtis McBarnette.

CLE - Cleveland Crazies

At our August meeting we decided to have a dinner for our September meeting and not our usual luncheon at Lager and Vine in Hudson. Our dinner was at The Berea Depot in Berea, Ohio starting at 5:00 pm. We had twenty members and guests present for a wonderful dinner in a historic location.

The service was excellent, and the dinner was enjoyed by all. **Dick Sanders** planned and organized the evening for our group. We had many stories and jokes from **Bob Olsen, Dick Sanders, John Pinter** and **Denny Flanagan**. Retired flight attendant **Mary Serpentina** invited us to have our October meeting on the third Thursday at her lovely home in Richfield, Ohio. She said she wanted to thank us for including her in our monthly RUPA luncheons by providing a dinner for all of our members.

Cheers, *Phil*



Standing L-R: Phil Jach, Linda Jach, Bob Olsen, Dawn Lang, Bob Lang, Joe Getz, JoAnn Pinter, John Pinter, Dick Sanders and our server, Sara.

Seated Middle L-R: Vickie Getz, Jim Burrill, Rich McMakin, Mary Serpentina and Terri Flanagan.

Seated Front L-R: Mike Holmberg, Teri Holmberg, Monica Burrill, Carol McMakin, Mary Lou Sanders and Denny Flanagan.

SUA - SE Florida Treasure Coast Sunbirds

Good stories Good Times.....Good Company....

CW around the table: Dan Ryan, Dan Kurt, George Bustillo, David Damon, Jerry Holmes, Duff Daily, Ted Osineski, John Peterson, Gregg Sternbach, Boling Page and Paul Whiteford.

Bob



DCA - Hagerstown Group

Once Again, the DCA group of RUPA assembled in Hagerstown, MD for our quarterly meeting at the famous Bavarian Inn, Schmankerl Stube, on Wednesday night, the 21st of September.

The german food was very good by all accounts! In fact, three participated in ordering the special of the evening....Knusperige Schweinshaxe and had plenty to take home!

We did not set up our next meeting, but it will be in good weather.

See you next time!

Stokes Tomlin



Around the table, L-R: Don Reinhard, then his wife Cathy, Charlie Schwab (PAA), George Seymour, Navy and Boulder Crest Foundation friend, me (Stokes Tomlin), Dave Strider and Pierre Ney.



L-R: JC Black, EK Williams, John King and Gil Coshland.



**Invisible tape.
Think about it.**



PAE - Pacific NW Flyers

The Autumnal Equinox brought a few PNW flyers together at KBVS (Skagit Regional Airport) for a late season flyin / lunch meeting.

We had bit of a false start from our original destination, KAWO (Arlington Airport).

Mike Todd, who flew his Piper Super Cub up from the south sound area and arrived early, informed us Ellie's Cafe had some sort of emergency and was closed. Thanks to modern communication the word got out to others enroute and a quick decision was made to, bingo to KBVS.

Due to high winds and a slow plane, **Mike** elected to beat a hasty retreat home to accomplish some Honey Do's. **Earl Poland** decided to stand down when he saw the high wind forecast, as flying his J-3 with a 30 kt headwind would be painful going home.

The four that made it had a nice get together, with lots of tall tales told over a sumptuous lunch at the Skagit Landing restaurant.

Respectfully submitted,

Cort



Dixon and Jack with their planes in the background.



L-R: Dixon Smith, Cort de Peyster, Jack Bard, Don Lake.

KOA - Big Island Stargazers

In September 15 RUPArians, family and friends met at The Fish Hopper restaurant in Kailua-Kona for spirited conversation along with great food and drink. Many talked of travel over recent weeks and upcoming trips as well. Mahalo to **Gerry Baldwin** for taking notes and the group photo while I was off island. If you're in town on the third Thursday of the month, please join us at The Fish Hopper.

A hui hou... Linda Morley-Wells



Clockwise from left: Dennis Tatti, Al & Linde Rimkus, Ebby & Lex Pinson, Alex & Kristen Morley, Gigi Morley, Gigi's aide Ester (hidden), Richard Morley, Don Diedrick, Bill & Linda Hayes, Stephanie Carpenter, Gerry Baldwin.

RNO - Reno's Biggest Little Group

Another small turn out in the Biggest Little City for our September Lunch. *Jim Whiteley*



L-R: Lyle U'Ren, Don Merucci, Court dePeyster, Jim Whiteley, Gene Lamski and Gary Dyer.

SMF - SAC Valley Goldwingers

Wow, what a tremendous turnout for our October luncheon. The picture shown below may not be my greatest production because it shows all the wrinkles that we have developed through the years. Permit me to explain. I bought a new iPhone 14 Pro and the pictures are much more detailed resulting in a truer representation of how we really look. My previous phone was an iPhone 6 which didn't show our distinguished faces. And the reality is, we are not getting any younger. Such is life.

I attempted to provide some valuable info that affects the airlines and our retiree group. We discussed the fact that select United flights and eligible T-Mobile customers will get free Wi-Fi where available on select domestic and short haul international flights. We talked about the Reno Air Races which is such a short drive from our luncheon group location. And, what a tragedy that a distinguished pilot lost his life due to a G lock. There was a get-together for a former member of our group who recently passed away. **Jeff Greco** was honored here in Davis, CA by many for his work, friendship, and to say good bye to an old friend. We discussed the advent of electric planes being developed by Swedish airplane maker Heart Aerospace. These are regional airplanes that have a capacity of 30 passengers. Since it is apparent that electric cars are the future, why not electric airplanes. New routes in our United wide system include Newark to Dubai and Tokyo to Saipan. It is a good thing United is expanding its area of ops but is losing our presence at JFK. What a bummer. It is very interesting to report that the FAA is deputizing Boeing engineers who will review the safety of aircraft designs which is kind of inside whistle-blowers. Also, very happy to hear that United is negotiating with Airbus and Boeing for a sizable order which may be placed by the end of the year. Lastly, we discussed the upcoming annual Christmas party which will be held at one of the premier golf clubs in Northern California. All are welcome to attend whether you are a Goldwinger or not. We were joined by a new member, **John Mosbacher**. John informs me he plans to attend many more Goldwinger luncheons. If I might add, Goldwinger member, **Dave Lippe**, was instrumental in organizing the Capital Airshow that included the Thunderbirds and Blue Angels. We salute you Dave for inspiring work at the Capital Airshow. Additionally, we were joined by our original waitress, **Julie**. We were so happy to have her back, that we included her in our group photo. She does seem like one of the group.

Other than the usual aches and pains and doctors appointments, there is not much more to report. Enjoy the Fall and keep the blue side up.

Still Flying High Here, John Gorczyca



Front row L-R: Sean Blalock, Jerry Blalock, Joanie Mooneyham, Rosemary Authier, Trudy Engeldinger, Bill Authier, John Gorczyca.

Middle row L-R: Sharon Gorczyca, John Kallio, Jenny Kallio, Kathy Cotter, Kathy Lynch, Bob Lynch.

Back row, L-R: Jim Harty, Chuck Kolesar, Lori Muir, Dave Ulm, Marv Alexander, Ann Blalock, Wayne Mooneyham, Andy Fossgreen, Mike Kozumplik, Ken Ledwith, John Mosbacher, Joni Cordano, Karl Winkelbrandt, Julie.

SFO - Bay Siders

We had a good, post pandemic, group of eight people, with lots to talk about. We started off with 'cruisn'. **Cyndi and I** are taking a cruise out of San Francisco to the Mexican Riviera for ten days. We have done this one before, but never at such a low price, \$174 per night for a balcony for both of us. Incredible! **Barry and Ginny Hamlin** are planning a cruise to England next spring. We all welcomed them back after a few months' absence.

Cyndi and I attended a RAFA picnic in August. The "**Wolfman**", **Rich and Georgia Bouska** also attended. It was a fun time seeing some old friends. Next up, a few of us are going to the RUAEA convention in San Diego in October. I am sure it will be a goodie.

Jeri Johnson regaled us with details about her two trips to Monterey, and the difficulties of coordinating the logistics of taking other people with her. But Monterey remains great.

L-R:
Cyndi Schwager
Rich Erhardt
Barry Hamlin
Ginny Hamlin
Carol Gillett
Jerry Terstiege
Keltie Morris,
Jerry Johnson



We discussed how our Sacramento Legislature is passing laws requiring local communities to offer denser housing to solve our affordable housing shortage. Needless to say, a lot of people don't like it and don't think it is a viable solution.

Cyndi and I went to a local favorite Italian restaurant, the next town over. We had reservations at 7 pm and the restaurant was only 25% full and they were only open from 5 pm until 8:30 pm on Saturday night. I asked if they had a staffing shortage, and they said no, people just were not coming in post pandemic. Wow?!

In my little town of San Carlos of 29,000 people, there was a grisly murder, within 75 yards of my American Legion post. Known as an upscale quiet community, everyone was devastated to hear how a mentally sick person decapitated his girlfriend in broad daylight in the street, in front of witnesses. The victim used to sit on the steps of our memorial at the post, sometimes with his two little girls. So tragic.

In December, a couple of us are thinking of going to Honolulu. By-the-way, the Shoreline Hotel, our old crew hotel at 342 Seaside Blvd, has been totally remodeled and is now quite stylish. What is more stylish, is that we can get a room there for \$126 per night plus \$23 for taxes. Call them direct and tell them you are retired United.

Another by-the-way, retiree parking has returned to the Maintenance base. Just check in with the front desk to get a pass for up to 10 days. Never thought we would see that again.

If you are in the area, please stop by and see us, the second Tuesday of the month, noon, at Harry's Hofbrau, in Redwood City.

Rich Erhardt

SFO - North Bay Group

The SFO North Bay group met on the 5th of October at our go-to place, Cafe Bellini in Petaluma. A nice turn out and lots of enthusiastic table talk. The bug has loosened its grip and there is talk of going cruising again. This should be fodder for more story telling in the future.

Rick Saber is on track for another retirement, this time from the U.S. Coast Guard Auxiliary where he has served for 18 years.

Also, **Larry Whyman**, who is the RUPA membership chairman, is retiring at the end of the year and is looking for some one to take over that position. If you are interested in volunteering for that job, contact Larry and he can fill you in on all the details.

Larry's e-mail is dlwhyman1@aol.com or rupamembership@rupa.org

We meet the first Wednesday of the month at 11:30 at Cafe Bellini, 100 S.McDowel Blvd. in Petaluma, CA. Come join us.

Sic Itur,

Barney 707 318-1338

L-R: Galen Wagner
Bob Billings
Jennifer Williams
(Bob's Billings daughter)
Ross Sagun
John Reed
Mike Gaylord
Larry Whyman
Gardner Bride
Rick Saber
Dick Hanna
Barney Hagen
Dee Whyman
Kathleen Billings



SFO - East Bay Group

The San Francisco East Bay group held their meeting on Monday October 10th. We were a gathering of seven strong members who wished we were a few years younger, which is if you were to listen to the conversation going around the table. It seems like each of us has had some sort of ailment in recent weeks.

Much of the conversation centered on the recent hurricane and the devastation suffered by so many. We hope all our brothers and sisters living in the Sunshine State well and hope they all survived with minimum loss.

When the talk finally turned to UAL, we all mentioned when we were first hired, first airplane, and first domicile, quite a mixed-bag.

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



L-R: Lee and Shirley Francis, Tammy and Neil Dahlstrom, Jerry Udelhoven, Rich and Georgia Bouska.

Rich

IAH - Houston Tex-Mix

The Tex-Mix group met on the first Tuesday of October at Another Broken Egg in The Woodlands. We are always treated so nicely there. Everyone at the table were visiting loudly until the food came. Then things got real quiet as everyone chowed down. We were so happy that some of the wives were able to join us this time. Again we all had fun visiting.



L-R: Rick Hague, Tom and Barbara Keine, Ben Hoyt, Pam and Ross Miller, Sylvia and Bob Vanderbilt.
Not pictured (had to leave early) Mark Lang.

Ross



PHX - Phoenix Roadrunners



Greetings from Phoenix Roadrunners,

We had our luncheon, the first since last March. Everyone was glad to see each other back. Not all snowbirds have returned yet, and some members were on trips.

Lots of conversation about friends and relatives caught up in the Florida hurricane. One said their brother-in-law called and said that they had gone back and their home was completely gone. There are so many pilots and their families living there, plus RUPA groups, and they must've lost everything.

There was some small talk amount about politics. I think the nation knows how squirrely and weird Arizona's politics are. **Larry Johnson** told me that he'd miss the next luncheon as he volunteered to be a poll watcher. We are proud of him. **Don Helms** brought his wife **Linda** to the luncheon, and it was a pleasure have her with us.

Until next month, with warm regards to all,

Frank Soare



Seated L-R: Mike Clement, Dave Specht, John Baczynski, Mark Janowski, Tom Libuda.

Standing L-R: "Kera", our terrific waitperson, Don and Linda Helms, Barb Halberg, Harvey Hallberg, Larry Johnson, Renee Libuda, Dianne Baczynski, Cindy Schmid, Werner Schmid and me, Frank Soare.



SFO - Bay Siders (Oct '22)

We had nine members attend our luncheon, a post pandemic record. Conversation was lively. Of course, we covered past and future cruises planned. **Cyndi and I** are again going out of San Francisco for a ten-day cruise to the Mexican Riviera in November. You can't beat the prices. **Jerry Delisle** is going to the Caribbean in December.

Bill Klett discussed how the former HOA manager defrauded the association of significant funds. **Carol** talked about the difficulties of replacing her HOA manager who retired and securing other association needed employees.

The big news **Cyndi and I** brought to the meeting was the hugely successful RUAEA convention at San Diego we attended. We took a two-hour cruise of San Diego Bay, with all the naval ships this retired Naval Officer could hope to see. The next day we spent four hours touring the USS Midway ship, undoubtedly the finest maritime museum in the country. We met a number of new friends including **Don Burbank**, the President of RUAEA, and his wife **Toby**, and **Hank Gosselin**, the Vice President of Conventions. The convention was excellently scheduled, with both fun events and informative presentations. The **Wolfman** was also there, and **John and Sharon Gorczyca** were planning on coming down. Plans are being made to try and do a joint convention next year. That is a great idea to form up with other retiree groups.

After the convention, it was on to watch the Blue Angels Fleet Week show. Then we attended a reunion of retired Navy P-3 pilots, with all the assorted ship tales from 40 years ago up to now.

Enough for now. Join us for our next luncheon the second Tuesday, November 8th, at noon, at Harry's Hofbrau in Redwood City.

Rich Erhardt



L-R: Carol Gillett, Bill Klett, Barry Hamley, Gerry Delisle, Jerry Terstiege, Cyndi Schwager and Rich Erhardt.

Not in picture, but in attendance, Ginny Hamley and Keltie Morris.

LAX - South Bay Los Angeles

We had nine for lunch today at Mimi's, and enjoyed catching up with summer travels, current events, and local happenings. December lunch will be at Mimi's on December 8, 11:30.

Sharon



L-R: Sue von Nordenflycht, Adrienne Short, Loyd Kenworthy, Gary Forister, Dick McKay, Tom Reidt, Sharon and Don Crawford.

PDX - The Columbia River Geezers

A small but boisterous group of geezers showed up for October lunch. A few others called in sick, a habit they cannot seem to break when they want to go fishing or vacation with family.

Denis Coates officially retired in September but coasted into a soft retirement landing by choosing one of the Covid stay at home plans a while back. He has been spending most of his free time working on an Idaho back country dream plane, but also made a couple of trips to Central and South America for some treks with family and friends. **Rich Warden** is still managing and flying high end biz jets for as long as the insurance companies let him. **Tony Passannanti** still flying RJs for Intel and complaining about early get ups and back-to-back trips. **Ron Blash** sold his bush plane a few months ago, but says he is getting the itch again. It's a disease.

We meet the second Tuesday of the month, except December. We decided to move that one up to the first Tuesday to give everyone more holiday shopping and family time. *Steve Barry*



L-R: Steve Barry, Denis Coates, Rich Warden, Tony Passannanti, Ron Blash.

SEA - Seattle Gooney Birds

Thursday, October 13th, thirteen Gooney Birds and five wives/partners gathered for lunch at the SeaTac Marriott. It was another day of a seemingly endless autumn, warm, with partly cloudy skies and no change in the immediate forecast.

Bill Jensen brought us up to date with his horse racing at Emerald Downs and salmon fishing at Astoria and Vancouver Island's Barkley Sound.

Alan Black and **Rich Hurst** discussed heart and cancer issues and the medical advances in both areas.

The usual Seahawk chatter took a back seat to the Seattle Mariners and their long-awaited return to the major league baseball playoffs for the first time in 21 years.

Jack Brown recited a poem of his own life's highlights and numerous adventures.

Once again, **Alan Black** brought a variety of aviation books and magazines for distribution.

Great to see everyone again and we look forward to our next gathering, 11:00 a.m. 11/10/22 at the SeaTac Marriott.

For the Flock,

Hank Kerr



Seated: Maureen Hurst, Jan Henry, Carol Granley, Kathy Black, Blythe Knechtel.

Standing: Hank Kerr, Phil Scott, Alex Dunn, Lew Meyer, Rich Hurst, Bud Granley, Doug Postlewait, Jim Barber, Jack Brown, Alan Black, George Brown, Bill Jensen, Larry Knechtel.

DYSON ROLLS OUT NEW JET ENGINES



Today I asked my
phone, "Siri, why
am I still single?"
and it activated my
front camera.

#FML

SNA - Dana Point Group

A good crowd of 15 met up at the Proud Mary's in Dana Point harbor. We talked about making up for lost travel. **Boomer Knutzen** counted the trips he's made so far this year, quickly coming up to a dozen. **John & Cheryl Arp** listed their coming cruises and trips. **Bob and Janice Fuhrmann** are off to Mexico soon.

We were still amazed at the massive hiring going on and the unfilled captain vacancies at LAX. **Rusty Aimer** remarked how in the early nineties Steve Wolf was mistaken in promising that the new hires would make captain in 5 years - because **Rusty** made it in three. **Jim Grosswiler** remembered how airline hiring stopped in 1970. **Bill Stewart** recalled his interview with Delta. **Bob Fuhrmann** said the Pacific Airshow at Huntington Beach wasn't as good as last year. Too many gaps and less performers. Also, the airshow commentary wasn't broadcast on the boat they were on. **Joe Vallejo** bid goodbye to the group via email saying he left California for Florida and is looking at moving to Spain.

All in all, another good luncheon with great camaraderie. Our next meeting is November 8. Those interested in joining can call me at 949-842-5186.

Rico Santamaria



CW from 9 o'clock: Rusty Aimer, Jim Grosswiler, Bill Rollins, Denny Giese, Bob Fuhrmann, John Arp, Joe Udovch, Bill Stewart, Chuck Ryerson, Boomer Knutzen, Carlos Bernhard, Rico Santamaria.



L-R: Janice Fuhrmann, Merle Santamaria, Cheryl Arp.

MRY - Monterey Peninsula

"Lots of people traveling this month!! Some of our group were flying back from London, others on a Mexico cruise, one visiting grandkids in Texas, another baby sitting the grandson, and three out with Covid exposure! Those joining in the comradery was **Ken Bohrman**, **Jack Cows**, **Judy** (who we haven't seen for months) and **Carlos Quintana**, and myself, **Phyl**.

With so many travelers absent the conversation at table included how traveling on a pass or a "write-your-own" ticket was a real treasure from the past and was so easy!! Hard to remember that benefit!! None at our table have used the current "travel pass" system because it is so "iffy" especially if not traveling solo.

Ken's step son, who flies with Sky West out of Fresno, has already accumulated 600 hours of turbine time and is thoroughly enjoying his airline career. Other talk centered around the Reno Air Races this year and the Salinas Airshow.

Next lunch is Wednesday November 9th at Woody's – please RSVP by the Monday before.

Happy Thanksgiving!!!

Phyllis Cleveland

OOG - Dana Point - Maui Annex

This month we held our get-together at an establishment unknown to me prior to this encounter. Really interesting venue. The location was called... "Ocean Vodka" and some of you may recognize the ocean blue round vodka bottle at the grocery store (hmm....if you like vodka... HaHa). We're about 2000 feet up Haleakala and the views are just spectacular. So, I recommend that any of you vacationing here in Maui that you consider taking this in and visit.

So I will apply my personal note here. I think this is an absolutely great time for our next generation to get involved in aviation. The industry needs new blood. This is such a great time to get our youngsters interested in the piloting career. There is such opportunity for young adults to access a huge career. God knows I enjoyed mine!!!

Aloha,

Dave and Hiromi



Aviation Etymology - Cockpit (n.)

1580s, "a pit or enclosed space for fighting cocks," from cock (n.1) + pit (n.1).
Used in nautical sense (1706) for midshipmen's compartment below decks;
transferred to airplanes (1914) and to racing cars (1930s).

FLL - Ham Wilson S.E. Florida Gold Coast

We had a good turnout today at our monthly RUPA lunch. We had plenty of time to talk and nobody seemed like they were in a hurry as a group seems like it becomes more compatible as time goes on now that we've got probably about five generations. The extensive rain seemed to have occurred about the time we are going to head out so we decided to prolong our friendships and discussions of the world.

Our next lunch is November 10, the second Thursday in November.

I also had a request to see if any of you know the whereabouts of long time MIA Pilot **Terry Lewis**.

We also welcome back to **Bob Engelman** who attended with his service dog. Bob has been instrumental and involved in a group called VetsHelpingHeroes.org which produces service dogs for Veterans.

Jim



Attending today were Lyn Wordell, Bob Engelman + Latte, Dan Petrovich, Ham Oldham, Bill Garrett, Bill Cavanaugh, Steve Huber, Rich Farmer, newly retired and youngest age 65 Captain Greg Madonna, Mark Strasfeld, Dan Dobison (AA), Dobbie Dobison and Jim Morehead.

DCA - Leesburg Group

Well, how about that, the 1st Friday actually occurred on the 7th of October and 9 of us met for breakfast at IHOP in Leesburg. There was no evidence of "Punkin Spice" anything at the table. Past flying events seemed to be the major topic of conversation with only cursory mention of health, computer, phone and vehicle issues. It was good to see **Martha Collins** again but did miss **Stokes**. Do come join us on any 1st Friday at IHOP, if for nothing else but coffee and tall tails.

E.K. Williams



CW from left: Gil Coshland, Charlie Schwab (PAA/DL), E.K. Williams, Dave Strider, Martha Collins, Rory Kay, Roy Liggett, Fred Streb and Billy Davis.

SAN - San Diego County Group

Small turnout but a good time at the Landings restaurant at Palomar Airport. This time there was conversation about non-rev travel both on UAL and other airlines. **Pat Palazzolo's** articles are always filled with great info about non-rev travel and quite a few of his suggestions were discussed, but like all retirees think, it's not like the old days.

With winter on its way we talked about the coming holidays and what we planned for travel during the holidays. We all decided staying home was best except my wife and I might be going to Death Valley in our RV. Almost guaranteed a White Christmas.

That's it until next month,

Mark



L-R: JP, Mark Mayer, Brad + Rhoda Green.

RUPArian Promoting Aviation



RUPArians Eric and Ken Hendrickson

Dad (Ken Hendrickson) retired off the rope-start 747 in 1989 making him 92 this year and asked me to write an update of some things he has been doing the last decade. I retired off the 787 three years ago. Where does the time go?

For the last 10 years, Dad has been the “mad professor” building airplanes in the basement of his Colorado Spring home. You should see the look on his neighbor’s faces when he would show them a real airplane in his basement. The UPS and Fed Ex drivers were

no different. The obvious question was “how are you going to get the airplane out of your basement?” Through the window, Dad responded, which was met with much skepticism and head scratching.

Dad has been the primary care giver for my Mom as she has battled Parkinson’s and a variety of other ailments. Being a primary caregiver is tough duty but Dad has found relaxation and purpose building kit planes.

During his entire life, Dad has lead the family with many building projects. A PA18 Super Cub restored in the 70’s which his three kid’s learned to fly in. A Christian Eagle that he later sold and bought himself a Mooney 231. I recall a number of cars and other airplane projects over the years.



Moving the S-19 fuselage through the window.



S-19 view from upstairs.

When Mom got sick Dad talked about building a Rans S-19 in order to have something to keep his mind active and provide a break from the daily caregiver duties. The S-19 took about 5 years to completion. Towards the end of the project, Dad contacted Jim Steward [EAA Chapter 72’s](#) President at [Meadowlake](#) airport (KFLY, formerly 00V) east of COS. The purpose was to give the Chapter an airplane for kids to learn to fly in. Unfortunately, Dad and Jim’s ambitions and plans were subdued by the inability to secure insurance for a flying club with an experimental aircraft as it’s primary trainer.

It has taken several years of persistence but the EAA Chapter is in the process of raffling off Dad’s S-19. The proceeds of the raffle will be dedicated to scholarships for pilot and mechanic training. In addition, the Chapter will acquire a flight simulator for the region’s

pilots to use for recurrency and advanced training. [EAA Chapter 72](https://www.eaa72raffle.org/) has setup a website which details the raffle at <https://www.eaa72raffle.org/>. There is a short video on the raffle webpage interviewing Dad and Jim. Raffle tickets are \$100 and go towards a worthwhile aviation cause.



Volunteers move the S-19 to the driveway.



View of the S-21 extraction.

When Dad donated the S19 to the EAA in 2017 the basement was not empty for even a day. Dad started a Rans S-21 soon after the S-19 went out the window. On July 20th 2022 Dad and I flew the S-21 for the first time. What a thrill to get to fly a brand new airplane but also fly copilot for Dad, something that we never got to do in the 11 years we were both at United.

The S-21 is currently being flown by Dad's 3 children especially my younger brother and is based at [Meadowlake](#). So what's next? The basement is not empty. The latest project is a Vans RV-14.

Ken Hendrickson - (Dad) Retired 1989 LAX 747

Eric Hendrickson - Retired 2019 DEN 787



The completed Rans S-21.
Only the paint remains.



Panorama of the workshop with Vans RV-14 parts on the table.

There I Was . . .

(Please Limit submissions to 1000 words)

There I Was . . . On my Layover when my dad got Junior Manned

By Rick Saber

"There I was" on a layover at the Palmer House in Chicago back in 1968. I had been assigned a three day sequence as a junior S/O on the B-720. At the time I was living with my parents in San Francisco. On return home my dad shared a strange tale, telling me he had been "junior manned" into a flight while I was peacefully enjoying a lovely layover in the Windy City. Trying to understand this glitch, I pondered a moment then asked who had junior manned him. Ahhh, he said, think it was some guy named Glenn at the then local crew desk at SFO.

I figured it out as I knew Glenn's modus operandi very well. He was always brusque, succinct & pure business when he would call to assign trips.....in fact, too much so! He merely got hold of mom, then asked for Mr. Saber. My Dad picked up, said "Saber here!" Glenn then briefly said, "you are junior manned on tomorrow's flight XYZ leaving at 0835, be gone three days"

Glenn then simply hung up, leaving my Dad wondering. Obviously, the trip was not covered; I'd love to have seen the chaos when they finally realized they were short a second officer for that flight.

Jumping ahead to my next assignment, I checked in at the SFO crew desk where 3 or 4 schedulers were busily keeping the flight crew coverage up to speed, then asked all of them,

"Who's this guy Glenn? He junior manned my Dad while I was on a trip. My Dad shared this story dozens of times to the delight of all.

* I knew Glenn and his M.O. as did most of us who got his way too abrupt, unfriendly calls at all hours of the day. He was one of the four schedulers sitting there. The laughter that ensued by all including all crews getting clearances got Glenn's full attention and the wrath of the other schedulers who knew his method of junior manning would eventually backfire....as indeed it did that fine morning. Capt. Rick Saber

When I was a kid, my parents would always say, "Excuse my French" just after a swear word... I'll never forget my first day at school when my teacher asked if any of us knew any French



There I Was . . . With Six Brave Souls

By Captain Joel A. Turpin

During the spring of 1977, I was a pilot for Skyway Airlines based at Fort Leonard Wood, Missouri. Skyway was a small commuter airline that operated a fleet of 7 airplanes, including one DC-3. I was Skyways' Chief Pilot and a Captain on all of our airplanes. On May 27, 1977, I was scheduled to fly with my boss and company president, Audrey Glore. Audrey was an old school aviator having flown the C-47/DC-3 during World War II, before I was even born.

Our itinerary called for us to ferry the DC-3 from our maintenance base near Vichy, Missouri to St. Louis where we would begin our day of flying scheduled passenger flights. However, prior to our departure, there were 2 "red flags" that Audrey and I had missed. The first red flag was that our DC-3 had been parked outside for the entire week since it had last flown and the second one was that it was bird nesting season.

Oblivious of the red flags, we departed Vichy for St. Louis. Since we were empty, we used a reduced power setting of 43 inches of manifold pressure for takeoff. Maximum power for our R1830-94 radial engines would have been 52 inches. Flying from the left seat with Audrey as my copilot, I taxied onto the runway and advanced the throttles to 43 inches. During takeoff, all engine parameters were normal at this power setting.

The flight to St. Louis was uneventful. After landing, we taxied to the gate, boarded 28 passengers and our Flight Attendant and taxied out for takeoff. Since we were now at our maximum gross weight, a full power takeoff was mandatory. Still flying from the left seat, I taxied onto Runway 17, advanced the throttles and asked Audrey to set the maximum takeoff power of 52 inches. At 60 knots, I glanced at the manifold pressure gages and was shocked to see the right engine at 52 but the left one at only 43 inches! The throttle levers were perfectly even but there was a 9 inch difference in manifold pressure. I immediately shoved the left throttle all the way forward but the manifold pressure stayed at 43 inches. I quickly aborted the takeoff and taxied back to the terminal. Our 28 passengers deplaned and headed up the stairs and into the terminal where they lined the windows on the second floor. With faces pressed to the glass, they looked down on us with great interest.

I went into our operations office, called our maintenance chief Jack Hill and described our problem. Without hesitation, he said "You've got a bird's nest in the left carburetor air scoop." I was stunned at how certain he was, so I asked him how he knew this. He said "I'll prove it. Climb up on the left wing, stick your arm down the scoop and feel for a nest."

In a huff, I accepted his challenge, climbed up on the wing and stuck my arm down the scoop. Bingo! A bird's nest was sitting on the quarter inch mesh screen mounted over the carburetor inlet, complete with eggs. With my arm buried in the air scoop, I glanced up and caught sight of the 28 faces looking back at me, but now with terrified and disbelieving eyes!

That quickly cooled my urge to start yanking the nest out. Instead, I cornered Audrey and suggested we taxi the DC-3 to a remote spot before removing the nest. But Audrey disagreed, saying we were already 45 minutes behind schedule. He was my boss so I didn't argue. I climbed back up on the left wing and proceeded to yank out a half a ton of straw, feathers and of course eggs, and threw it all down onto the ramp.

I had fun smashing the eggs and generally making a huge mess on the ramp beneath the airplane. It was the only time in my career that I was able to legally commit an act of vandalism while on duty and in uniform, and I savored the moment.

With the nest removed, the left engine could now breathe freely and the problem was solved. The gate agent then announced over the PA that we were ready to go. "All aboard for Rolla, Lake of the Ozarks and Fort Leonard Wood!" However, of the original 28 passengers, only 6 brave souls answered the call.

There I Was . . . Naked, Alone and Trapped

By Chuck Tom

My commute from DBQ to ORD was 176 miles so if my report time was before about 0700 I would get a local hotel/motel room near ORD parking the night before, as the drive was 2+40. (I did this commute for 20 years, since recall from the 1970 furlough in 1977, But that is another story.)

So I did this one night at a cheap motel (what else, as this scenario will clearly demonstrate) a block or two from ORD employee parking, got up to shower about 90 minutes before my report time, walked in naked into the bathroom and shut the door (Why did I do that ?) The door had a heavy, full-length mirror attached. I immediately tried to reopen the door to retrieve my forgotten Dopp Kit, and the round handle just spun freely. The latch was permanently frozen in the closed and locked position. So I was NAKED, ALONE, and TRAPPED at 0430, a long, long way from the front desk, with no phone, and who knows if any adjoining rooms were currently occupied. So, screaming really loud was a doubtful solution as well as potentially very embarrassing, not to mention time consuming. But I did not panic. I needed something like a thin knife or small screwdriver to coax the latch toward the open position millimeter by millimeter while holding whatever progress I had made by pulling hard on the door to prevent return of the latch back into its recess after each minute gain.

AHA ! Under the sink was a vertical drain closer mechanism with an adjustment on travel limited by a bow clip, shaped like a boomerang, stiff but springy, that fit perfectly into the slit to contact the actual latch. I quickly popped that out and "walked" the recalcitrant latch open utilizing the above-mentioned process. VOILA! Door open, made my report time easily. No drama, no embarrassment, and most importantly, no message from my Masters (Flight Managers) to come in on my day off and explain why I failed to appear for a scheduled flight (or even call with a reason why I was going to be absent or late) became necessary.

What if? Name any other sort of solo occupant with minimal or nonexistent technological skills, backgrounds, or just plain gumption (Like FAA, Airline management, or some lawyers) who could have been in that room, other than a pilot with engineering experience, the innate aviation survival instinct to "Never give up" (Try anything, everything, until it works, like Hoot Gibson's high dive). The possible scenarios are endless and dreadful to think about, for the trapped lady or man. I like my story's ending better.

Upon reporting the malfunction to the young desk clerk his nonchalant comment was just "OK" as if it were a common or minor room problem. Little did he know how close he came to his own "There I Was..." story to tell his future grandchildren.

Perhaps this goofy story will stimulate unusual or weird memories of hotel/restaurants escapades from my peers that can be finally told because we are too old to be embarrassed, the statute of limitations have expired, OR want finally be able to brag about an incident that resulted in "There But for the Grace of God Go I".

Chuck Thom ORD 1970-1970-Furlough-1977- 1998, SFO-2001



Articles

How to Exercise Safely as It Gets Colder and Darker

By Melinda Wenner Moyer/The New York Times



As the days shift to become shorter, darker and cooler, I have begun to worry about whether I'll be able to continue taking daily outdoor walks. My strolls, which I can sometimes only squeeze in during the evening, feel crucial for my mental and physical health, so I don't want to stop — but I don't want to take undue risks, either.

Is it safe to exercise when it's dark out? How cold is too cold? I interviewed two sports medicine physicians and an exercise scientist, all of whom are also outdoor exercise enthusiasts, to get their thoughts. The good news: Yes, you can continue exercising outdoors when the weather grows chilly — to a point.

"We bike all winter long, and we bike in the dark and the cold," said Dr. Tom Fleeter, an orthopedic surgeon and sports medicine doctor based in Virginia, referring to himself and his wife. But there are extra steps you should take to stay safe from the elements, oncoming traffic and other threats that ramp up in the fall and winter months.

See and be seen: This may sound obvious, but it's crucial to be able to see where you're going and to ensure that others see you. "Just last week, I took care of a nurse who had broken her ankle jogging at five o'clock in the morning before it was light out," Dr. Fleeter said. She was running in a dark area, couldn't see well and fell, he said.

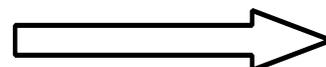
If you're outdoors when it's dark, Dr. Fleeter recommended wearing a headlamp. Or you can use a hand-held flashlight or attach small lights to your shoes, suggested Dr. Elan Goldwaser, a primary care sports medicine physician at New York-Presbyterian/Columbia University Irving Medical Center. Keep in mind, though, that your visibility will still be limited because your light will cast shadows behind the obstacles you encounter. "You'll see the branch, but you really won't be able to see what's behind it until you get to it," Dr. Goldwaser explained.

If you are exercising on a street, it's also important that vehicles can see you, said Sara Terrell, an exercise scientist at Florida Southern College. Consider wearing neon colors — not black or navy blue — as well as reflective items that shine when headlights hit them. (One budget option: Stick strips of reflective tape on your clothes, Dr. Terrell said.) Consider placing reflective items on parts of your body that move a lot — perhaps your ankles or arms — to indicate to drivers that you're moving, which will make them more cautious, she said.

Also, if you listen to music or a podcast, keep one earbud out to listen for traffic, Dr. Terrell advised. This is good advice whatever the season. Face oncoming traffic so that if a vehicle doesn't see you, you can jump out of the way if needed. (But always bike in the same direction as cars.)

Dress for the weather: If you're exercising where it's cold, the experts I interviewed suggested wearing three layers: an underlayer made of a synthetic, moisture-wicking material; a warmer mid-layer, perhaps made of fleece or wool; and a light outer shell that protects against wind and precipitation. Stay away from cotton, Dr. Terrell said, which absorbs water and sweat and cools your body, increasing your risk for hypothermia.

Continued . . .



If it's raining, consider wearing a hat with a visor so it's easier for you to see, Dr. Terrell said. Hats or thin balaclavas can also help to keep you warm because a lot of heat is lost through the head, Dr. Fleeter added. And don't forget gloves and warm (perhaps wool) socks: When your body is cold, blood moves away from your extremities to keep your core warm, so hands and feet (and ears) are vulnerable to frostbite, Dr. Terrell said.

Make sure you have the right shoes for the weather, too, Dr. Goldwaser said. When it's raining, snowing or icy, you'll want shoes with prominent tread on the bottom to ensure good traction. (That said, if it's quite icy or snowy out, you may well want to stay home, Dr. Fleeter said.)

Prepare and nourish your body: When exercising in low temperatures, continue to hydrate, even if you don't feel thirsty, Dr. Fleeter said. When cold, the body releases a hormone called vasopressin that constricts blood vessels and also inhibits thirst, so you may not feel like you need to drink water even though you do, he explained. Also, when you exercise in the cold, your body burns extra calories to stay warm, so you may want to eat a bit more than usual to keep your energy up, he added.

Be sure to stretch your muscles before an outdoor winter workout, Dr. Goldwaser said, because muscles and ligaments are prone to tearing when they're cold. He recommended dynamic stretches, which gently and briefly stretch various muscle groups. Dynamic stretches can be safer than static stretches, which you hold for longer periods of time, he said, because static stretches can stress cold muscles.

Whenever you exercise outdoors alone, you should tell someone where you're going or bring a phone with you in case you get injured, Dr. Terrell advised. If you're nervous about encountering animals or other risks, consider bringing pepper spray or bear spray with you, too, if it's legal where you live.

Know when to stay home: Never exercise outdoors during a thunderstorm, Dr. Goldwaser said; the chance that you could be struck by lightning is small but significant enough to merit caution. Dr. Terrell suggested checking the weather forecast before an outdoor excursion to be sure that bad weather isn't expected. If you do occasionally need to move your workout indoors, "have a plan B," Dr. Terrell said, so that you can still get some exercise. I do barre videos in my basement, for instance.

Dr. Fleeter said that you should never exercise outside when the temperature or windchill is below -10 degrees Fahrenheit because the risk for frostbite is high. You may also want to stay inside when it's slightly warmer, depending on what you'll be doing. If you're bicycling, you'll encounter wind, which will make you feel colder, Dr. Fleeter said; he advises people not to ride bikes below about 15 degrees, and he advises against running at temperatures below 5 degrees.

With so many new safety strategies in my toolbox, I'm excited to keep walking outside throughout the winter — but I won't forgo my common sense, either. On especially nasty and frigid days, I'll grit my teeth through plié squats instead. "Be smart about Mother Nature," Dr. Terrell said. "She usually wins."

Common Myths About Protecting Your Eyes



We live in the digital age, and there are many times when misinformation gets widely circulated. In the medical field this often happens when patients use what may look like legitimate websites to find healthcare information but are actually looking at unreliable sources. When it comes to eye health, the same thing can happen. Patients hear something online or from a friend that sounds fairly reliable, and they believe that it's true. This process can become dangerous and can actually lead to damage to your precious eyesight, which is why it's essential for you to have a trusted eye doctor that can answer your questions. Today, we want to share some common myths and misinformation about protecting your eyes:

Wearing your eyeglasses or contacts all the time is bad for your eyes: This sounds reliable, but the truth is that if you need glasses or contacts for reading or long-distance vision, you should wear them. Choosing not to wear glasses or contacts when you need them actually puts more strain on your eyes and causes eye fatigue. What is also true is that once you become comfortable with your correct prescription, you will have an easier quality of life with improved eyesight. Furthermore, wearing your glasses does not harm your eyes, as long as you are wearing the appropriate prescription and are under the supervision of a trained eye doctor. Lastly, if you wear contact lenses, be sure your contacts are fitted properly to your eyes because ones that are too small or large can cause long-term damage.

You only need an eye exam if you are having vision problems: The truth is that everyone should have regularly scheduled eye exams. Even if you don't love undergoing annual healthcare appointments, Medical Eye Center can and will change your perception of what quality eye care entails. It can be comfortable and even enjoyable. Regular eye exams involve undergoing a series of tests to evaluate your vision and check for eye disease or progression of eye problems. An eye doctor uses various instruments and bright lights to evaluate all aspects of your eye health. Keeping up with annual (or the recommended interval for you) can help detect any challenges in their early stages which is when they are most treatable. Two positive things that result from eye exams are:

- Knowing whether you need vision correction through eyeglasses, contact lenses, or surgical intervention

- Knowing if your eyes are healthy or if you have cataracts, complications related to diabetes or glaucoma, or macular degeneration.

Reading in the dark will cause damage to your eyes: Many of us heard our parents tell us this myth when we tried to sneakily read under the covers when we should have been sleeping. In actuality, reading in low light does not cause damage to the eyes, but it does cause eye fatigue as the eyes try to keep up with poor lighting. It can also cause headaches. Whether the light is dim or bright, you may need reading glasses or an adjusted prescription if you struggle to make out the letters you are reading. In addition, as we age, the lenses of our eyes can lose their ability to accommodate to close or long distances which makes reading challenging. To help keep up with your latest hard-to-put-down book, be sure to use customized reading glasses from your optician.

Darker sunglasses protect the eyes: Although many appropriate sunglasses have darkened shades, it's not about the color or level of darkness in the lenses. Instead, it's essential to know the actual UV protection of the glasses you are wearing. Only sunglasses and prescription glasses that block 100% of UV rays will provide proper protection from the sun. Another myth is that the size of the lenses doesn't really matter, but this is also untrue. The more coverage you have the less sun damage will be inflicted on the eyes, so look for ones that suit your face shape and that offer protection to your whole eye area. Wraparound styles can also offer additional protection against dry eyes/wind.

As long as I see an eye doctor of some kind, it's good enough: This is another common myth about eye health. The truth is that not all eye doctors are the same, and each type plays an important role in preserving your eye health. In fact, not all eye care professionals are doctors. The levels of training, experience and education are what separate each type. An ophthalmologist has graduated from medical school and has a minimum of twelve years of training. These types of eye doctors are licensed to practice medicine and surgery. An optometrist has completed a minimum of three years of college and four years of optometric training. They are equipped to perform eye exams and vision tests, prescribe corrective lenses and some medications, and to detect some eye diseases/abnormalities. Lastly, an optician is an eye professional who can prepare, measure and adjust eyeglasses or contact prescriptions. An optician is not an eye doctor, but has completed at least two years of training or 6,000 hours in apprenticeship.

<https://www.medicaleyecenter.com/2022/10/11/5-common-myths-about-protecting-your-eyes/>

5 truths about protecting your eyes

February 12, 2021



Of your five senses, which one are you most afraid of losing? If you're like most people, your answer is your ability to see. Because our eyesight is so precious, it's no wonder that myths abound about your eye health, what can damage our eyes —, and what can protect them. Here, we debunk five common myths — and tell you how to truly keep your eyes healthy.

Myth: Doing eye exercises will delay the need for glasses.

Fact: Eye exercises will not improve or preserve vision, help your eye health, or reduce the need for glasses. Your vision depends on many factors, including the shape of your eyeball and the health of the eye tissues, neither of which can be significantly altered with eye exercises.

Myth: Reading in dim light will worsen your vision.

Fact: Dim lighting will not damage your eyesight or eye health. However, it will tire your eyes out more quickly. The best way to position a reading light is to have it shine directly onto the page, not over your shoulder. A desk lamp with an opaque shade pointing directly at the reading material is ideal.

Protect yourself from the damage of chronic inflammation.

Science has proven that chronic, low-grade inflammation can turn into a silent killer that contributes to cardiovascular disease, cancer, type 2 diabetes and other conditions. Get simple tips to fight inflammation and stay healthy -- from Harvard Medical School experts.

Myth: Carrots are the best food for the eyes.

Fact: Carrots, which contain vitamin A, are indeed good for the eyes. But fresh fruits and dark green leafy vegetables, which contain more antioxidant vitamins such as C and E, are even better for eye health. Antioxidants may even help protect the eyes against cataracts and age-related macular degeneration. Just don't expect them to prevent or correct basic vision problems such as nearsightedness or farsightedness.

Myth: It's best not to wear glasses or contact lenses all the time. Taking a break from them allows your eyes to rest.

Fact: If you need glasses or contacts for distance or reading, use them. Not wearing your glasses will strain your eyes and tire them out instead of resting them. However, it will not worsen your vision or lead to eye disease.

Myth: Staring at a computer screen all day is bad for the eyes.

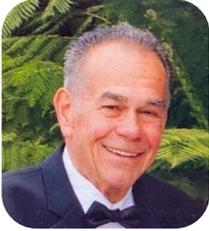
Fact: Using a computer does not damage your eye healths. However, staring at a computer screen all day can contribute to eyestrain or tired eyes. People who stare at a computer screen for long periods tend not to blink as often as usual, which can cause the eyes to feel dry and uncomfortable. To help prevent eyestrain, adjust the lighting so it doesn't create a glare or harsh reflection on the screen, rest your eyes briefly every 20 minutes, and make a conscious effort to blink regularly so that your eyes stay well lubricated.

<https://www.health.harvard.edu/staying-healthy/5-truths-about-protecting-your-eyes>

Letters

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

Pat Palazzolo – Fremont, CA



If it wasn't for this man, I probably wouldn't be where I am today.

In 1977 I returned from flying in Pago Pago and tried to get hired at a commuter airline in California. I had been in Pago

Pago for two months and with my new bride Hilda at home, I wanted to find a flying job closer to home. I had heard that a small airline in LA called Golden West Airlines was hiring pilots with Twin Otter flying experience. So I called down to their office but the secretary told me that Capt. August had already filled the interview slots for Monday.

Bummer. I thought about it for a while and then decided to take a chance.

On Monday morning I strolled into the office at LAX and told his secretary that I know the interview slots were filled but if there were any no-shows, I'll be waiting outside on the bench if Capt. August wants to interview me.

So I waited. And waited. I waited all day. Then about 5PM she came out and said, "Captain August will see you now."

Capt. August was a big, very big, Hawaiian, chain smoking fella. He got right down to it and noted that I flew Otters in Samoa. Then he began asking me questions about the airplane. But then after a few minutes he said, "You know what? You don't know shit about this airplane." After a moment of awkward silence he asked, "Do you still have the airplane manual?"

"Yes I do."

"Good, go home and memorize the damn thing and come back in on Wednesday and we'll try this again."

As I walked out I didn't know if I was happy that he gave me a second chance or embarrassed that I did so lousy.

All day Tuesday I literally memorized the entire flight manual. On Wednesday I walked in, we shook hands and then he asked me the first question: "Suppose you're taxiing out for take off and you happen to notice that on the generator gauges neither generator is producing electricity. What would you think?"

Well, I knew this answer. Not from memorizing the manual, but from flying the airplane. Without hesitating I replied, "Because the Captain probably forgot to switch the Starter/Generator switch back to the "Generator" position after he was done starting the engines."

With a loud bang, he slapped his hand on the desk and shouted, "Correct!!!"

Then he said, "We're going to take the pilots up tomorrow for a flight and see how well they fly. Be here at 9AM in the morning."

Wow! I couldn't believe my luck. Of all the questions he could have asked me, I could've answered that one in my sleep.

Flying the Otter the next morning was a breeze. I snuck a peek at the evaluation that the check pilot wrote on my form and it said, "Previous experience obvious." I was in!

I'll always be grateful to Captain August for giving me a second chance and I told that story to my boys over the years and told them that if they could ever give someone a second chance, do it, because we wouldn't have the life we have today if someone hadn't done it for me.

I have one other important memory about Capt. August. On the very first day of training he stood in front of our class and said, "It doesn't matter if you're flying a Piper Cub or a 747, the amount of professionalism required to fly either one is exactly the same." I always remembered that. I remembered it my entire career.

Because of the flight experience I acquired at Golden West, I was hired at United Airlines nine months later.

About fifteen years ago I found Capt. August's phone number and called him one evening at his home in Camarillo.

I told him he probably doesn't remember me, but I told him this story anyway. He said he did remember me. I told him I was now a 747 Line

Check Airman at United Airlines and I always remembered what he taught us on the first day of training about professionalism. He told me that he too went on to fly 747s at Tower Air and he was a Line Check Airman there also. He was old and retired by this point, and he told me that night how much the phone call meant to him. I could imagine. It brought a tear to my eye when he said that. And I tried not to choke up.

Today I opened the latest issue of Air Line Pilot Magazine that arrived in the mail. Inside I found the monthly list of pilots who have "flown west" as they say. The second name on the list was "Captain Abel S. August, Jr. Golden West Airlines."

Thanks Captain August. For everything.

Pat

Glen Devore – Ferndale, WA

I just returned from Washington DC where I attended the Airline Pilots Air Safety Forum in which awards were presented to crew members for outstanding performance.

Our son, Mike, and Mark Stephenson were the flight crew flying United 328 on 3/20/2021 when the failure of the number 2 engine on the Boeing 777 scattered cowl parts on a suburb of Denver. They landed in Denver on one engine and for their performance were awarded the 2021 Superior Airmanship Award.

The awards were presented at a banquet in the American Art Museum at The Smithsonian Institute. As you can imagine, we are very proud!

Glen and Madeline Devore

Jim Boyer – Lake Forest, IL

Hey George and fellow ruppairins

Sorry to be so late in my annual report but I've had some health issues and am just now feeling better.

My wife, Corrinne, has been my care giver and what a great job she's done.

I'll close for now.....

Jim

Chris Wittenfeld – Bonny Lake, WA

Hello Fellow RUPArains,

As Covid slowly relinquished its grip on society our life in 2022 is returning somewhat back to normal. Nancy and I managed to avoid getting Covid, so far, most of friends and relatives did not.

Skiing this spring was good at Crystal, unfortunately crowds were bad, hopefully caused by the lack of snow at other ski areas and the Ikon pass. I bought some new boots and skis anyway, looking forward to skiing this winter. I did miles of off trail smoke-free alpine hiking and some fishing, lost a really big one that snapped my fly line.

My eldest daughter requested we do a family 3-day wine tasting trip to Walla Walla. She planned and organized the trip like a professional tour guide. A wine tasting trip, definitely was not my cup of tea, but it turned out to be very interesting, enjoyable and a fun 3 days.

The population growth in our area has exploded, traffic is becoming an issue. I unfortunately added to the problem, 10 homes have been built on the land we sold last year. In the next 2 years 20 more homes are planned on acreage we sold this year.

Do what you can, when you can; be flexible, creative, time is short, good health, happiness and financial peace to all,

Crazy Crystal Chris

Larry Darnell – Fairfield, CA

My Family, on average, have lived to be in their mid 90's. On 4 November, 2021, my 87th birthday, I look forward to another 7 to 10 years on this earth and not in it. On 21 November, 2021, I received an invitation to join several studies from the Northern California research group. There are several clinical studies that are looking for volunteers. I volunteer for two, and am accepted for one, a urology study. I go to Sacramento. to sign up and have my physical exam and a EKG. The doctor says to me "How long have you had the heart murmur?"

I never have had a heart murmur and I call my North Bay hospital family physician and set up an Echo-cardiogram test. I go in a few days later. The test lasts over 1 hour. I go home, It is Tuesday. On Saturday night I receive a call from my daughter. DAD! North Bay Hospital just called me and they think you are about to have a heart attack and want you to go to Emergency. When I go to emergency. I have 2 EKG's Total 3. I am now to referred to my family physician, (tests here are normal.)

My heart specialist now recommends a 21 day heart monitoring program. I wear an assembly of wires for 21 days. (A OK.)

I go home.

Now I find I have a urology infection. I go to Emergency. They give me an EKG. The EKG is normal. However. they think there is a chance that I am about to have a major heart problem. You have a pronounced heart Murmur. I have 2 more EKG's (Now 6 EKG's)

I go home.

A few days later I develop a cough. In the past 12 years I have had Pneumonia six times. I go to the walk-in clinic. I walk in and they ask "Why are you here? I think 'I have walking pneumonia." They give me an EKG. It's normal. The doctor then listens to my heart. "YOU NEED TO GO TO EMERGENCY". I say " I want you to give me a lung x-ray. They say "You can get one later. You need to go to emergency! I say " after my x-ray." They say "Listen we will get you an x-ray but you need to understand. "if I were talking to my FATHER! : "Please go to EMERGENCY!!!" I spent the next 7 hours in Emergency. (9 EKG's normal.)

I go home.

I see my heart specialist plus a special/special specialist. We look at xrays of my cardio-vascular system. Then an appointment, a week later, is arranged for a evaluation.

I GO HOME.

Evaluation: "You have a heart flapper value that is mal-functioning. It is a sometime thing and when it occurs it appears that you are having a heart attack."

"But no worries. That heart valve will outlast you by 40 years."

The heart special/specialist said to me "When I get to be your age, I hope my cardio vascular system looks as good as yours."

Larry

Larry Horton – Port Orange, Florida

Another year has just past by like a blur. This is number 92 for me. I would like to tell you about my many accomplishments this year but only a few come to mind and I don't believe that because of a memory issue. I did take up working with stained glass again which I truly enjoy. I brought all of my glass and associated equipment out of storage and completed a glass project I started 30 some years ago. I found this to be an interesting and creative inside hobby during the cold winters while based in Chicago. After retirement when we moved to Florida, the weather was just too good all year to spend much time inside. Particularly when I had a airplane and could fly almost every day if I wanted to.

The highlight of our year was a Caribbean cruise. Though we have been on a number of cruises before, this was our first time on one of the newer larger cruise ships and it was beautiful . Prior to the cruise, we were required to take a test and provide a written certification that we did not have COVID. We did that but two days after the cruise, we came down with Covid. Fortunately, both my wife and I have been immunized plus boosters for this and only experienced mild symptoms.

I want to thank the many people who keep RUPA alive and well at the national and local level as well as those who take part in the assembly and publication of this journal. Your efforts are much appreciated.



Neil Bretthauer – Marco Island, FL

I thought this was going to end up a dull, boring year. Two cruises were cancelled while the Covid monster was still rampant. Winter on Marco was relatively normal with my involvement on the board of the Marco Island Historical Society and Vicki's duties with the Yacht Club keeping us busy. We visited the World War II Museum in New Orleans as we headed north in the Spring. One more item off the bucket list. Summer in Arlington Heights was a delight as we enjoyed our role as "Hurricane Birds" for a few months.

And then-----on September 28th, hurricane Ian decided to side-swipe Marco. We delayed our return for a week to give first responders, etc. a little leeway. Compared to Naples, Fort Myers, and points north, Marco was relatively lucky. Wind caused little damage compared to past events, but the storm surge put almost the entire island under water. Our building sustained very minor damage, but the clean-up of ground level facilities continues as a major undertaking. Outside, the surge tore up rip-rap barriers and tossed huge boulders up onto lawns in our complex. The saltwater was very damaging to all the landscaping, so there's lots of work to be done. The good news is that on Marco, no fatalities or major injuries were reported.

I continue to appreciate the good work of all the loyal RUPA volunteers, and still look forward to each edition of the RUPA News. Thanks to you all.

Neil UAL 1967-2000

Jon Rowbottom – Salinas, CA

It has been awhile since I have written a letter to the RUPANEWS so here goes.

Jane and I just returned from a 1900+ mile road trip. Over 8 days we drove from Salinas, CA to Yreka, CA, Portland, OR, Pacific City, OR, Coos Bay, OR, Crescent City, CA, Redding, CA, Truckee, CA and back to Salinas.

We broke it up into pieces because driving more than 5 hours is too difficult at our age. Can't believe flying the SFO/OGG/SFO turn on the DC-10 was a piece of cake.

We spent the first week with our grandchildren, Sydney and Riley who are 30 and 22 respectively. Their mother and our daughter, Emily, passed away last November from Breast Cancer and we got to enjoy their company for a few days in Pacific City where we rented a beach house. Thankfully there was no rain, but, we did get our fair share of fog.

Following our visit we were hoping to enjoy the ocean views and lighthouses as we drove south along the coast. Unfortunately the fog persisted until we saw the coast around Bandon, OR. We managed to play a round of golf in the fog at the Coos Bay Golf Club which was very different from our usual sunny warm weather in Salinas and Truckee.

We stayed at a nice coastal hotel in Crescent City that had a lighthouse right in front of our room veranda. We cracked the slider so we could hear the surf and the distant fog horn blowing.

It was time to prepare for winter in Truckee. Had to shut down the irrigation system, stain and store the deck furniture, store the screen doors and get the house ready for the upcoming ski season. Now we are back in Salinas for the fall looking forward to a Thanksgiving visit by our son Andy and his wife and 4 children. We will get some more golf in during the next few months and then head back to Truckee for the winter in the snow.

We are both enjoying good health and we try to stay active. I used to think a day on the slopes started when the lifts opened and ended when they stopped turning. Now a day of skiing starts around 9 and ends before lunch. The hardest part is getting all the ski clothes on and the boots buckled and the walk from the bus drop off through the Northstar Village to the lifts lugging the skis and poles. Northstar has a bus system so you open the phone APP, put in your house address and the bus picks you up and deposits you in the village. Same system when it is time to go home. Then getting all the gear off is another big effort. Glad we are still able to enjoy skiing.

Thanks to the RUPA CREW for all their hard work on our behalf!

Jon Rowbottom

SFOFO

Doug Postlewait – Redmond, WA

Year 86 coming up in a few days—where does time go? I initially started flying at age 15 in Piper cubs then in college joined Air Force ROTC as thought that would lead to a nice gig. In my Jr year in college I had completed the Stanine test - they gave us our results and I received a 9 - completed the physical and was considering joining after graduation.

One day a Navy recruiter came on campus and I started a conversation with him and outcome was that I could join the Navy as a NAVCAD and get my Navy wings in 16-18 months. Somehow that appealed to me so took the Navy test and physical and they offered me a slot within a week so was on my way.

My girl friend was not very excited - she was my first passenger when I received my license at 17 but she new I wanted to fly so said she would wait for me.

I signed up for single engine after initial pre flight and after finishing air-air gunnery and carrier qualification was sent to Corpus Christie for advanced training in fleet aircraft and assigned to the AD4 Skyraider, - however when I arrived the Assigning officer said they could not take me for 10 days and I could take a leave and go home - he also said if I went home the airline would give me a rate on my ticket if I wore my uniform. Sounded good to me and since it was summer the white uniform was the one of choice and I did get a ticket at a good price.

I boarded a large tricycle airplane with two radial engines and was quite a bit larger than anything I had seen. Not many people on board and the Stewardess (called that in those days) asked me if I would like to visit the cockpit? I thought that would be neat so she told me to follow her - opened the cockpit door and announced "You have a visitor and ushered me in and told me to sit in the jump seat on the right hand side and left.

I sat down and looked forward - neither pilot spoke or looked at me. I noticed they were both BALD - both OVERWEIGHT- and the guy on the right had a newspaper opened fully with both hands and reading. I figured he was the captain as the throttles were on his left hand side and any aircraft I had flown always had the throttle on the left hand and he appeared to being doing nothing except reading the paper so I asked him "where are we? Without looking back he answered "I don't know - ask him - I fly it down and he flies it up!"

The guy on the left side must have heard this but he didn't say anything and I knew he had to hear that exchange but he did not answer the question or say anything. I sat there for about 5 minutes and got up and mentioned "Thank You" and left and even closed the door. I thought that must not be a fun job.

After three extended tours on the USS Midway flying the AD6/7 and the F8U2 - the third cruise being the Air Group Landing Signal Officer and being asked to remain for the 4th cruise as LSO I declined and went back to the training command teaching carrier landings in a T2J and now, with a wife and two children (with my original 5 year girlfriend), I knew my next assignment would be on a a carrier and decided to see what Airline Flying was really like - never ran into the first situation - always loved the job and the personnel - amazing and pilots were Outstanding!

I Enjoy going to the pilot meetings - it helps after losing my wife to cancer last year and gets me out of the house. We sold the house and moved into a retirement village and have had a wonderful 8-9 years with lots of children and grandchildren and great grandchildren so am kept busy and look forward to the monthly meetings in Seattle.

Doug Postlewait SEAFO-ORDFO.
Commute-LAXFO, commute- SEAFO.

A fool and his money are soon flying more airplane than he can handle.

It's easy to make a small fortune in aviation. You start with a large fortune.

Dot Prose – Osprey, FL

George – here’s my annual letter on behalf of my dad, Ed Prose (UAL 1940-76, MDW, ORD) who flew West in 2010. Was able to get our Fort Myers RUPA luncheons back on track for the 2022 season at the Olive Garden. We’re holding our own but always have room for more attendees in the SW Florida area. Our next luncheon will be Nov 14, 2022. SW Florida trying to recover from Hurricane Ian.

During the past year several fun short haul trips within the USA were possible. The first one was a few days in the [TWA Hotel](#) at JFK in Feb. One of the RUPA members mentioned this was a worthwhile experience. As Jet Blue has non-stop flights from Sarasota to JFK it was an easy trip to explore this suggestion. Terminal 5 was renovated in a 1960’s décor with the lobby area displaying TWA flight attendant uniforms starting in the 1930s, plus a display of TWA’s history. The hotel (which opened in 2019) is directly connected by a red carpeted tunnel from the Jet Blue Terminal 5 to the check-in hotel lobby and an easy walk with luggage. They positioned a TWA Connie next to the hotel and converted it into a cocktail lounge with the cockpit on display. This trip also provided a most worthwhile experience to see the [911 Memorial and Museum](#) at ground zero in Manhattan by taxi.



Another easy nonstop trip from Sarasota, this time on Allegiant, was to Syracuse, NY and the Finger Lakes region. The key site was the [Glenn Curtiss Aviation Museum](#) in Hammondsport which was a very diverse museum containing displays not only of his historic aircraft but also classic automobiles,



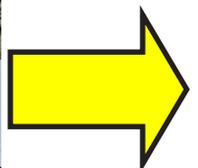
vintage motorcycles and bicycles plus an assortment of reciprocating radial aircraft engines.



Another lesser known museum up in the hills of Elmira, NY was the [National Soaring Museum](#). I was the only one there and the director gave me a personal tour. It’s filled with all types of gliders and soaring history. The one standout display was the cabin of the [WACO CG-4A](#) transport glider used in Italy and France during WW2. 13,909 were built under license by piano makers and furniture contractors with woodworking experience. It could carry a jeep and 13 fully equipped troops seated along benches. One could sit on the wooden bench inside the cabin and get a feel of what it must have been like to ride in one of the gliders. It was built so that low time pilots could operate the glider. A gem of a museum.



I also included some related CG-4A photos from the [Airborne Museum](#) I visited last month in Sainte Mere Eglise, France. *Editor: GeorgeE*



A trip to Minnesota in July to Breezy Point (about 150 miles north of the Twin Cities) revealed the

[Lindbergh State Park](#) in Little Falls,

MN and the boyhood farmhouse where Charles Lindbergh, Jr. spent time as a youngster and a landmark spot where he had landed on one of his barnstorming flights in 1923.



The local regional airport is the [Brainerd Regional Airport](#) (BRD) which was worth a rest stop to read about its history depicted in the main terminal starting from its first flight there in 1919, then Wisconsin

Central Airlines beginning service in 1949. The airport has free parking, a very nice Wings Café for breakfast or lunch and a passenger waiting area offering the most comfortable lounge leather chairs worthy of a CEO at a Board meeting plus a picture window view overlooking the local landscape!

A final very short trip was to Immokalee, FL... about 100 miles south from Sarasota...the [Pioneer Museum](#) there had been a working cattle ranch in the early 1900s and a very tough lifestyle to say the least, especially in the heat.

The local airport was the [Immokalee Regional Airport](#) (IMM), owned and operated by Collier County. Again, I was the only one there and the manager gave me a tour of the runways in the airport pick-up truck. We drove by one of the closed runways which was fenced off and used for very popular drag racing events every weekend. The manager mentioned at least 3 times that they have aviation fuel 24/7, unmanned, just use your credit card. This was a very user friendly airfield which I was told provided an easy stopover for anyone flying down to the Keys and wanted to avoid the congestion at Miami, Naples or SW Florida airports for refueling. It has two runways (4500 feet and 5000 feet, 37 feet elevation, very flat) and a flight school which is expanding and building three more hangars.



This airfield had been used during WW2 for bomber flight training and there were photos of B-24s and B-25s which used this field, a very good spot for training. Stopping by these small regional airfields on holiday is reassuring that general aviation is still alive and thriving in many areas and they always have quite a bit of history behind their life and like showing it off.

These were my fun highlights for 2022. Looking forward to 2023.

Dot, USN Ret.

[Airborne Museum](#) - Sainte Mere Eglise, France.



View from mid-cabin looking forward.



View from mid-cabin looking aft.

In Memoriam

RUPA members who have Flown West

Lynn Paul Smith



Lynn Smith passed away peacefully on April 21, 2022 at Mimosa Springs, Alzheimer's Assisted Living Community in Scottsdale, AZ. He was 80. He is survived by his wife, Linda Smith; daughter, Christina McKinney; son, Scott Smith; brother, Neal Smith; four

granddaughters, Megan LaChance, Gwendolyn Rudy, Rosalyn Rudy, and Alison Rudy; and one great granddaughter Arabella Parocha.

Lynn was born December 7, 1941 and was the first of three children adopted by Gladys and Earl Smith in Culver City, CA. From early boyhood, Lynn demonstrated a strong determination and interest in building things, fixing things, and flying planes. He built a treehouse, an aviary for his parakeets, and made his own water skis. As a young man in his early 20s, he dismantled the engine of his 1963 1/2 Ford Falcon in hopes of making it run faster and better. He took it to the drag strip, and won a few trophies for the quarter mile. People often asked him, "Who taught you to do that?" His answer was always, "No one. I just gave it a shot, made my mistakes, and figured it out." He began flying when he was 14, got his pilot's license at 19, and worked as a flight instructor while attending college.

Lynn earned degrees in Electrical Engineering and Aeronautical Engineering from Northrop University and was recruited after graduation by Boeing Company as a Trainer of Mechanics. His team became the authority of the hydraulics systems on the Boeing 737 jet.

In 1969, Lynn began his successful career of 32 years as a pilot with United Airlines. He became a Captain on the 757 and 767 jets and primarily flew international routes to Central America.

Lynn loved every aspect of aviation and wanted to learn all facets of it. He spent many hours working on his own private plane at Camarillo Airport in Ventura, CA near his home. With his usual do-it-yourself spirit, he became a licensed Airframe and Powerplant (A&P) Mechanic. His exceptional abilities were noticed by a prominent instructor at the airport who then sponsored him to obtain his Inspector Authorization (IA).

When computers came along, Lynn was a natural. He built his own computer running CP/M and wrote most of his flight planner on it during layovers. Soon, he formed a small company, Navigate, which was featured in PC magazines because his software made home computers "useful".

After his youngest son went off to college, Lynn and his wife moved to Stellar Airpark in Chandler Arizona. There he spent his time working on his planes, doing repairs and inspections for pilots in the neighborhood, feeding the local stray cats, volunteering in the local spay and neuter clinic, and taking pleasure cruises with his wife. Especially cherished, were the times he and his son spent in his hangar with their planes, talking together for hours on end.

In his final years while having dementia and becoming more and more dependent on help from others, Lynn's inner strength and good nature always showed through. He didn't get discouraged and he never gave up. His resilience was astounding. No matter what his condition was or how hard the struggles, he went on caring about others and doing his best.

His family will be scattering his ashes near June Lake and Gull Lake on the eastern side of the Sierra Nevadas, This was a favorite family camping spot and also where Lynn and his brother scattered their parents' ashes. The air scattering will be from Lynn's 1963 Cessna 210.

Carl Stengele



Born: November 14, 1931.

Died: September 30, 2022.

Carl Frederick Stengele, age 91 of Fox River Grove, passed away September 30, 2022. He was born November 14, 1931 in Chicago, the son of Karl and Margaret (Faust) Stengele.

Carl graduated from Lane Tech high school and attended

Wright College in Chicago. He worked for H. R. Donnelly before joining the Air Force where he trained as a pilot. He later worked for the FAA before being hired by United Air Lines in 1966. He retired as a Captain on the 767.

In 1961 he married Margaret College and to this union were born 3 children: Christine, Elizabeth, and Karl.

Divorced in 1974, and in 1978 married Linda Grantham Orris and welcomed her four children into his family.

He moved to Fox River Grove in 1976. Carl was a member of the Fox River Grove Lions Club, American Legion, and volunteered at Good Shepherd Hospital. He was voted Lion of the Year, and honored with the Lions Club Melvin Jones Award.

Preceded in death by his parents, sister Elsie (Roy) Jacobson, sons Karl Stengele, Michael Orris and infant grandson, David Kenney.

He is survived by his children: Christine (Cary) Aron of Havana, FL; Elizabeth (Derek) Bailey of Mt. Sterling, KY; Donna Starr of Boise, ID ; Diana (William) Kenney of Crystal Lake, IL, Timothy (Lynelle) Orris of Round Lake, IL., 13 grandchildren, & 8 great grandchildren.

In lieu of flowers, memorial donations may be made to Fox River Grove Lions Club, Carl Stengele Scholarship Fund, P.O. Box 103, Fox River Grove, IL. 60021

Inurnment will be private in the family plot at Irving Park Cemetery, Chicago, IL. Visit kahlemoore.com to express condolences.

Flown West

Remembering United Pilots who have Flown West

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

**denotes RUPA non-member*

Martin J Black *	May 9, 2022
Scott E Herman	Jun 1, 2022
Norman "Norm" H Richards *	Sep 29, 2022
Jack H Sherer *	Feb 10, 2022
Richard E Shipman *	Jun 24, 2022
Lynn Paul Smith	Apr 21, 2022
Carl F Stengele *	Sep 30, 2022

— OFFICERS —

President Emeritus: The late Captain George Howson
President: Don "Wolfman" Wolfe... 707-695-2674... rupapres@rupa.org
Vice President: Dan Petrovich... 954-288-4343... rupavp@rupa.org
Sec/Treas: John Rains... 802-989-8828... rupasectr@rupa.org
Membership Larry Whyman... 707-996-9312... rupamembership@rupa.org

— BOARD OF DIRECTORS —

President — Don Wolfe, Vice President — Dan Petrovich, Secretary Treasurer — John Rains,
Rich Bouska, Phyllis Cleveland, George Cox, Cort de Peyster, Bob Engelman,
John Gorczyca, Jonathan Rowbottom, Bill Smith, Cleve Spring

— COMMITTEE CHAIRS —

Area Representatives John Gorczyca jsgorczyca@gmail.com
Audit Committee Rich Bouska rbouska1@comcast.net
Cort de Peyster cortreno@aol.com
Bob Engelman rupari@rupa.org
Cruise Coordinator.....
eBlast Chairman..... George Cox rupaeditor@rupa.org
Retirement & Insurance Chairman Bob Engelman rupari@rupa.org
RUPANEWS Manager/Editor..... George Cox rupaeditor@rupa.org
Travel Rep..... Pat Palazzolo rupapasstravel@rupa.org
Website Coordinator..... Jon Rowbottom rowbottom0@aol.com
Widows' Coordinators..... Carol Morgan rupawidows@rupa.org
Patti Melin rupawidows@rupa.org
RUPA WEBSITE..... http://www.rupa.org

— AREA REPRESENTATIVES —

Chair: John Gorczyca

Arizona

PHX: Phoenix Roadrunners...Frank Soare .. jmandtheflash@hotmail.com
TUS: Tucson Toros...Randy Ryan..... randyryan40@msn.com

California

BUR: Thousand Oaks... TBD
FAT: The FAT Flyers...Paul Nibur..... p.nibur@outlook.com
LAX: South Bay...Sharon Crawford..... captaincrawford@verizon.net
MRY Monterey Peninsula...Phyllis Cleveland.....one747czi@redshift.com
SAN: San Diego County...Mark Mayer..... mark777mayer@gmail.com
SFO: Bay-Siders...Rich Erhardt CaptainAmelia@aol.com
SFO: North Bay...Barney Hagen..... jbhagen@earthlink.net
SFO: East Bay Ruparians...Neil Dahlstrom..... 4tamdahl@sbcglobal.net
Rich Bouska..... rbouska1@comcast.net
SMF: SAC Valley Goldwingers...John Gorczyca. jsgorczyca@gmail.com
SNA: Dana Point...Rico Santamaria..... ricosantamaria@yahoo.com

Colorado

DEN: Denver Good Ol' Pilots...Tom Johnston. thomasjohnston2@hotmail.com

Florida

JAX: Florida First Coasters ...Jim Peterson jcpeter44@gmail.com
DAB: N.E. Florida...Lowell Johnston..... low1789@aol.com
FLL: Ham Wilson S.E. Florida Gold Coast
Jim Morehead..... moreheadjames@aol.com
RSW: SW Florida...Dot Prose proседа@yahoo.com
SRQ: Sarasota Sunsetters...Chris Wingardh..... chriswingardh@me.com
SUA: Treasure Coast Sunbirds...Bob Langevin..... bob134997@aol.com
TPA: Tampa...Matt Middlebrooks..... immbrooks1@verizon.net

Georgia

ATL: Atlanta Buzzards ...Mike Marcano immarcano@me.com

Hawaii

HNL: Hawaiian Ono Nene's...Pat Collins captdad777@gmail.com
KOA: Big Island Stargazers...Linda Morley-Wells... lmwjet@earthlink.net
Beth Ann Raphael..... berapha@aol.com

Illinois

ORD: Greater Chicago Area ...Bob Helfferich... flybikebob@earthlink.net
Dick Kane..... richaka4@aol.com
ORD: The Joe Carnes RUPA Group...Walt Fink..... ok3wire1@att.net

Nevada

LAS: Las Vegas...Jack Donahue..... jldonahue@alumni.nd.edu
RNO: Reno's Biggest Little Group... Lyle U'ren..... captlylej@aol.com
Jim Whiteley sandorjim@aol.com

New York

NYC: New York Skyscrapers...Pete Sofman..... psofman@gmail.com

Ohio

CLE: Cleveland Crazyies...Phil Jach..... jach@gwis.com

Oregon

EUG: Oregon Coasters..Larry Farnsworth... captainlarryfarnsworth@gmail.com
MFR: Intrepid Aviators of Southern Oregon..Bob. Niccolls...bniccolls@live.com
PDX: Columbia River Geezers....Steve Barry..... sbarry72@comcast.net

Texas

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

Washington

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

Washington D.C. Area

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

How to pay your RUPA dues

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



RUPA Luncheon Information

***RUPANEWS* Deadline: Not later than the 15th of each month**

Arizona

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

Call Frank Soare: 602-690-4015 jmandtheflash@hotmail.com

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

California

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

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

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

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

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

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

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

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

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

Colorado

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

Florida

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

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

JAX: Florida First Coasters (2nd Tues. 1130 hrs) - *Loc TBD* - Guests Welcome, Jim Peterson 970-201-6149

RSW: SW Florida (2nd Monday, Nov, Jan, Feb, Mar) - *Olive Garden, Ft. Myers* - Contact Dot Prose at proseada@yahoo.com

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

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

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

Georgia

ATL: Atlanta Buzzards. (1st Tues of Jun, Sept, Dec, Mar @ 1300 hrs) - *Malone's* on Virginia Ave., just north of Hartsfield
Call Mike Marcano @ 706-495-0002

Hawaii

HNL: Hawaii Ono Nene's (Date To Be Announced) Call Pat Collins 808-561-8391 *Mid Pacific Country Club*

KOA: Big Island Stargazers (3rd Thursday 1130 hrs) - *The Fish Hopper, Kailua-Kona* - 808-315-7912 or 808-334-1883

Illinois

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

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

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

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

Nevada

LAS: Las Vegas High Rollers (2nd Wednesday @ 1100 hrs) - *BJ's Brewhouse* in Summerlin. jldonahue@alumni.nd.edu

RNO: Reno's Biggest Little Group (4th Wednesday) - *BJ's Brewhouse*

Call Lyle U'ren 775-232-0177, or Jim Whiteley 775-825-3357

New York

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

Ohio

CLE: Cleveland Crazies (3rd Thursday) - *Lager & Vine Gastropub* Hudson, OH (Always coed) - Phil: 330-653-8919

Oregon

EUG: Oregon Coasters (1st Wednesday, Noon) - Call for monthly restaurant in Florence. Larry 541-999-1979

PDX: The Columbia River Geezers (2nd Tuesday 1100 hrs) - *California Pizza Kitchen, Clackamas Town Center* 503-659-0760
Call Steve Barry, 503-679-9951

MFR: The Intrepid Aviators of Southern Oregon (3rd Thursday) - *Pony Express, Jacksonville* - 541-245-6896

Texas

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

Washington

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

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

Washington D.C.

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

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

A Look Back

United Airlines and RUPA History

10 years ago - Nov 2012

rupanews
Journal of the Retired United Pilots Association

IN THIS ISSUE

President's Message	Page 3	Articles	Page 6-28
About the Cover	Page 4	Letters	Page 29-42
Local Reports	Page 7-14	In Memoriam	Page 42
		Calendar	Page 44

Volume 15 Number 11 (Journal 638) November, 2012

20 years ago - Nov 2002

RUPANEWS
Journal of the Retired United Pilots Association

Volume 4 Number 12 (Journal 521) December, 2002

IN THIS ISSUE

President's Report	Page 4
About The Cover	Page 4
Notices	Page 4-17
In Memoriam	Page 36-39
Calendar	Page 40

Nolan Gammage
BOEING MODEL 804
1929 - 1930



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



From Steve Greenhaw - Seeds
A friend from church gave me the seed packet; something she had saved from the '60's.

From the 1960's, United used to give out seed packets.

from **UNITED AIR LINES**

Giant Flowered
Zinnia

Alyssum Carpet of Snow

Forget-Me-Not
Blanche Burpee

RED, WHITE & BLUE

As an Extra Care service, please accept with our compliments the three seed gardens you will find inside—one for each flower pictured above. They celebrate the fast-growing popularity of United's three-choice jet service, Red, White & Blue.

RED, WHITE & BLUE
AN EXTRA CHOICE FROM THE EXTRA CARE AIRLINE!

RED... RED CARPET FIRST CLASS
Six gourmet courses . . . and a choice on every one! Cocktails, hot hors d'oeuvres, soups, salads, dressings, entrees, hot rolls, dinner wines, desserts, liqueurs, hot beverages. Big luxurious seats. Plenty of room. Plenty of quiet. Plenty of luxury. Plenty of gracious Extra Care. It's Red Carpet all the way!

WHITE... STANDARD
Start with your choice of cocktails . . . follow with a delicious meal prepared under the skilled direction of our own European-trained chefs. You'll enjoy the roomy 2- and 3-seating and sensible price (much lower than First Class).

BLUE... COACH
Choose your cocktail . . . follow it with a delicious meal, prepared in our own flight kitchen. It's United's special combination of thrifty comfort and gracious Extra Care . . . and there's no lower jet fare between cities served.

JETARAMA THEATRE... WIDEST CHOICE OF ENTERTAINMENT IN THE AIR!
You'll find it in all three sections of your Red, White & Blue Flight: First-run, full-color movies on a big wide screen . . . plus six separate channels of stereophonic and monaural listening pleasure . . . individually controlled.

FAMILY PLAN available in all services . . . and you may charge your United travel to any of seven major credit cards, including American Express, Carte Blanche or Diners' Club.

WELCOME ABOARD **UNITED**
THE EXTRA CARE AIRLINE

PRINTED IN U.S.A.



Member Photos

Member-submitted layover and work-related photos



Hawaii layover sunset.
Dano Robinson - SFO

My wife Shelley was a Stewardess. She did NOT like to be called a Flight Attendant. Sadly she died two years ago of ALS. She and a friend owned and taught at a Needle Point shop in Santa Rosa, CA.

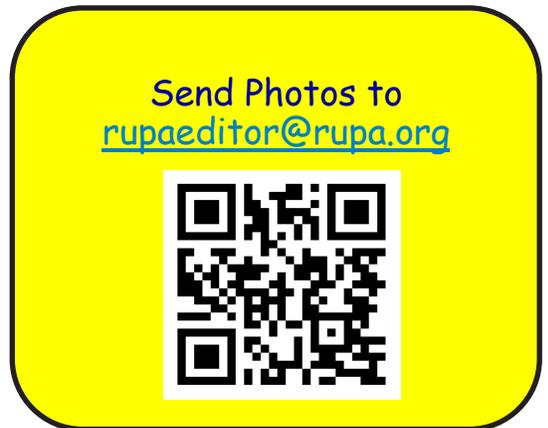
Shelley gave me the aircraft needle point during my retirement party held at the Charles Schultz Sonoma County Airport out doors and in the Luscombe's hanger. What a night! Oh, 9923C was a 1959 Luscombe 8F.

Wow, where the time go? That was 25 Years ago.

The Navy plane that I flew was the

F3H-2 Demon. This aircraft proceeded the F4H Phantom that both the Navy and the Air Force flew in Vietnam.

Long retired Captain Allan Anderson



Don Dugas on approach to HKG

November 2022 Edition

\$35 Subscription **Check Renewal Date on Label.**
Gauge: It is your birth month.

From:

RUPA
P.O. Box 757
Stowe, VT 05672-0757



To:

BEFORE THANKSGIVING:



AFTER THANKSGIVING:

