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# rupanews



**Journal of the Retired United Pilots Association**



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# Member Photos

Member-submitted layover and work-related photos

Fini Flight Captain Al Berlinberg Ret.  
B777 SFOFO Littleton, CO



Fini Flight - UA 383 HNL-DEN, August 12, 2022.



Water cannon salute DEN.



Captain Gary Moore, DEN B787, met my flight.



Granddaughter Jora dressed up for the occasion.

Send Photos to  
[rupaeditor@rupa.org](mailto:rupaeditor@rupa.org)



Join RUPA  
[www.rupa.org/membership/](http://www.rupa.org/membership/)



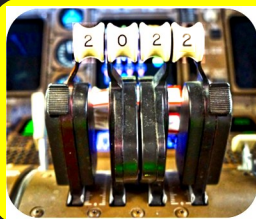
# NOTAMS

About the Cover . . . . . Midair. Author unknown.

About the Back Cover . . . . . The FAA Approved Santa. Author unknown.

## Snowbird NOTAM

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



*Update - There will be a Jan RUPANews - Read on. . .*

The annual Members' Directory will be on-line starting in 2023.  
Detailed info on page 6.

## Happy Holidays

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

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

# DUES

### How to pay your RUPA dues

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

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## President's Letter

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



A milestone will be reached this month when **Captain Kurt Kaufman** sets the parking brake on a United 777 at IAD. Kurt is the last man standing from the Class of 78/79 pilot group and is #1 on the seniority list. Hired on 07/24/79 at age 21, Captain Kaufman will have an amazing 43 ½ years as a United Airlines pilot. His official retirement is on his birthday 01/01/2023.

I've enjoyed the pleasure of knowing Kurt since 1978. We were both new hires in Chicago and seemed to travel in the same social circuit during those three years prior to furlough in 1981.

Kurt has always been a gentleman, an excellent aviator and served as an LCA in 3 different fleets. There could not be a better person to represent every pilot that's flown for United Airlines. On New Year's Day let's all raise a toast to Captain Kaufman in honor of his birthday and retirement from United Airlines. (Read more about Kurt's career in the letters section of this edition.)

Kurt's retirement during the holidays reminds me of the extensive research and planning that went in to our bidding process for December. The evenings/ days of Christmas and New Years were high on almost everyone's list with Christmas for family and New Years for the party crowd. Until the Preferential Bidding System (PBS) was introduced, lines (schedules) were published with trip destinations/ dates. One could usually figure out the chance of getting the holidays off based on seniority and the lines they picked. The PBS system was completely different in that only the trips were published. The #1 pilot bid their first choice of the trips they wanted to fly on given dates and so on down the list. In theory this was good for the senior pilots, but more than one person at the top of the list was surprised to discover they were not awarded their choices due to the priority of training events. Fortunately, we have figured out the best solution to remove the stress of bidding during the holidays: retirement!

The RUPA Command Post has been busy this month working on next year's reunion, an updated website and streamlining the way we do business. We're planning to reduce the workload of welcoming new RUPA members by automating much of the process. **Larry Whyman**, our membership chair has done an outstanding job of creating and sending welcome packages to new RUPA members for many years. He is planning to retire from those responsibilities soon and we'll move forward with a new program at that time. While working with Larry I discovered that he has enough "there I was stories" to fill a full edition of the RUPANews from B-52's over North Vietnam to winning an award for "Best Float" in a parade. I want to thank Larry for his devotion and service to RUPA.

I also want to thank V.P. **Dan, Vermont John** our Treasurer, *Editor George E*, all of our Committee Chairs and our Board of Directors for helping to make our great organization run smoothly this year. The outstanding attendance at our luncheons and the excellent content in our magazine is a result of your participation in RUPA and the dedication of our volunteers to you.

From all of us on your RUPA Team, we wish you Happy Holidays and a Healthy New Year. We'll see you in 2023. Until then, may you find joy in every day!

Cheers!

WM

Captain Don Wolfe



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# Welcome New Members

<u>New Member</u>	<u>DOM</u>	<u>Spouse</u>	<u>Home</u>
Capt Jean "Jeannie" L Fiske	EWR	Ralph	Stoddard, NH
F/O Robert "Bob" Wetzel	DEN	Jacqueline	Centennial, CO
Capt Alan T Scherer	EWR	Cindy	Malvern, PA
Capt Patrick "Pat" S LaClair	SFO	Diana	Apache Junction, AZ
Capt Bryan K Walsh	ORD	Kim	Naples, FL
Capt Nofal A Becker	IAD	Kim	Palm Harbor, FL
Capt Dixie "DeeDee" D French			Gulf Breeze, FL
Capt Mark J Hitchcock	SFO	Cindy	Scottsdale, AZ
Capt Timothy D Cornett	ORD	Lisa	Madison, WI
Capt William "Bill" D Jenne	DENTK	Danae	Perrysburg, OH
Capt Joseph "Joe" M Alfifni	ORD	Gale	Bartlett, IL

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## Aviation Etymology <https://www.etymonline.com/>

**Thrust** (n.) - 1510s, "act of pressing," from thrust (v.). Meaning "act of thrusting" (in the modern sense) is from 1580s.  
Meaning "propulsive force" is from 1708.

**Drag** (n.) - From 1708 as "anything attached to a moving body that retards its progress." As the name of a device for retarding or stopping the rotation of wheels,

**Lift** (n.) - Sense of "elevator, hoisting machine to raise or lower between floors of a building" is from 1851; that of "upward force of an aircraft" is from 1902.

**Gravity** (n.) - (13c.) and directly from Latin gravitatem (nominative gravitas) "weight, heaviness, pressure," from gravis "heavy" (from PIE root \*gwere- (1) "heavy"). The scientific sense of "downward acceleration of terrestrial bodies due to gravitation of the Earth" first recorded 1620s.

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## Vice President's Letter

Dan Petrovich [rupavp@rupa.org](mailto:rupavp@rupa.org)



### **Busy in retirement, no way! (Boy was I wrong!)**

Haven't penned an article recently but definitely wanted to get one out as the Holiday Season is turning final approach. As my first year closes out as the VP of this great organization, I would like to extend my thanks to **Don Wolfe, John Rains, Larry Whyman, George Rains, John Gorczyca, and Bob Engelman** (my nearby neighbor) for their guidance and wisdom. Their efforts on behalf of RUPA are phenomenal. There are many others whose contributions are what make being a member of this organization truly an honor, many thanks to all of you as well for your efforts.

**Wolfman** is making tremendous progress with RUAEA as you may have read in November's edition of "RUPANews." His setting the foundation of working with the other retired employee groups should serve us well as we move in 2023. The synergy provided by joining forces will help strengthen addressing the needs of all United retirees. Working hand in hand with the other retired groups will be of benefit to all parties across the board. I'm looking forward to see what the future brings.

As we approach the end of my first year of retirement I look back and truly wonder why I was sooooo busy! So many of you warned me that I would be busier in retirement than I was when I was flying at good old UAL, you were spot on! It has been a ton of fun, extremely busy and I wonder where the time went. Even though I've accomplished a long list of "I'll get to that later" and the "Honey do's," I feel like I only made a small dent in the side of a 747. Fortunately, I was able to make some time for occasional flying and some DPE work.

2022 did give me some time to attend some aviation functions as well. I made it to Sun & Fun, Oshkosh, Johnson Space Center, a couple of local area fly-ins, RUPA lunches, EAA & EAA Young Eagle events, and prospective new pilot seminars where I was asked to be a guest speaker. The boss lady here at the house also made sure we had time to play some golf and attend hockey games with our beloved Florida Panthers. Moving into 2023 I am hopeful that I'll have many of the things completed around here and be able to get out to do some fun traveling and possibly attend some the RUPA events in other locations.

Here's to wishing all of you a Joyous and Happy Holiday Season and a Happy, Healthy, and Prosperous New Year!

Fraternally, *Dan*

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### ***NOTAM***

#### ***Update - There will be a Jan RUPANews.***

The Executive Committee voted to update the website. It will be more robust, streamlined, and user friendly. Most importantly, it will be secure.

The annual Members' Directory will be online and password protected starting in 2023.

There will not be a hardcopy of the Directory distributed in Jan 2023.

Instead, there will be a January edition of the RUPANews and it will also contain the ancillary information that was always included in the Directory.

NOTAMs will be issued as the new website evolves.

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## From the Editor's Desk

George Cox [rupaeditor@rupa.org](mailto:rupaeditor@rupa.org)



### NORAD's Santa Tracker Began With A Typo And A Good Sport

This Christmas Eve people all over the world will log on to the official Santa Tracker to follow his progress through U.S. military radar. This all started in 1955, with a misprint in a Colorado Springs newspaper and a call to Col. Harry Shoup's secret hotline at the Continental Air Defense Command, now known as NORAD. Shoup's children, Terri Van Keuren, 66, Rick Shoup, 60, and Pam Farrell, 71, told how the tradition began.

Terri remembers her dad had two phones on his desk, including a red one. "Only a four-star general at the Pentagon and my dad had the number," she says. "This was the '50s, this was the Cold War, and he would have been the first one to know if there was an attack on the United States," Rick says.

The red phone rang one day in December 1955, and Shoup answered it, Pam says. "And then there was a small voice that just asked, 'Is this Santa Claus?'" His children remember Shoup as straight-laced and disciplined, and he was annoyed and upset by the call and thought it was a joke - but then, Terri says, the little voice started crying. "And Dad realized that it wasn't a joke," her sister says. "So he talked to him, ho-ho-ho'd and asked if he had been a good boy and, 'May I talk to your mother?' And the mother got on and said, 'You haven't seen the paper yet? There's a phone number to call Santa. It's in the Sears ad.' Dad looked it up, and there it was, his red phone number. And they had children calling one after another, so he put a couple of airmen on the phones to act like Santa Claus." "It got to be a big joke at the command center. You know, 'The old man's really flipped his lid this time. We're answering Santa calls,'" Terri says.

"And later in life he got letters from all over the world, people saying, 'Thank you, Colonel,' for having, you know, this sense of humor. And in his 90s, he would carry those letters around with him in a briefcase that had a lock on it like it was top-secret information," she says. "You know, he was an important guy, but this is the thing he's known for." "Yeah," Rick says, "it's probably the thing he was proudest of, too." [NORADSanta.org](http://NORADSanta.org)

*Editor GeorgeE*

#### **Contact info:**

Status: Operational from Dec 1-24

Phone: 877-446-6723

Web: [www.NORADSanta.org](http://www.NORADSanta.org)



# Travel Report

Retiree Travel information



**December 2022**

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

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

## Want to change your seat assignment on United? Here's how to do it.

The United app gives us the ability to indicate our seat preference when we check in — but not for parties of more than one person.

The app also gives us the ability to change our seats once the seat assignments are made — but there are some restrictions you must understand.

The days of the CSR calling you up by name and asking you which seat you would like are disappearing. They now have the ability to have the computer automatically assign all the seats based on your indicated preference, or if you didn't indicate a preference, then based on a top-secret logic known only to Elon Musk. That logic usually results in employees being assigned seats by boarding date in the best cabins first with aisles first, then windows.

Some old school CSRs will still call you up if they can, but the newer CSRs are taught to let the computer do it for them.

The computerized system has obvious flaws: For example, the computerized assignment may assign couples together in undesirable seats when their preference may be to preserve their wedded bliss and have two separate aisle seats.

So there are two solutions: Ask the agent to change your seats, or go into the app and change your seats. The instructions for doing that are shown below.

The problem is that the ability to change your seats in the app is automatically locked out 30 minutes before departure for domestic flights and one hour for international. That also happens to be the cutoff times for revenue travelers to check in. So if a flight is relatively full, the CSR won't assign any standbys until the revenue travelers have had time to check in. And by that time it's too late to change your seat assignment in the app.

The solution would be for United to allow standbys to change their seats later in the game. Say, 20 minutes before a domestic departure and perhaps 30 minutes for an international departure.

I've had discussions with the company about this problem and we'll see if a solution can be found.



This is the first year we didn't go to Hawaii because of Covid.

Normally we don't go because we can't afford it.



Here are the show-and-tell instructions how to indicate your seat preference (if you're traveling alone), and how to change your seat assignment in the app.

1. After you check in on the app, go to the Home page and scroll down to where it says "Select your seat preferences for standby travel."

2. A window will appear that will allow you to indicate your Standby seat preferences.

I wish they would allow more nuanced preferences, but as with any large group of people perhaps they're gearing it toward the lowest common denominator.



3. Once you've been assigned your seat and it's still outside the cutoff time you can change your seat assignment by going back to the **Home page** and clicking on the button on the right side that says "**Trip Options.**" Then scroll down to near the bottom under "Trip Options" where it says "Change seats."

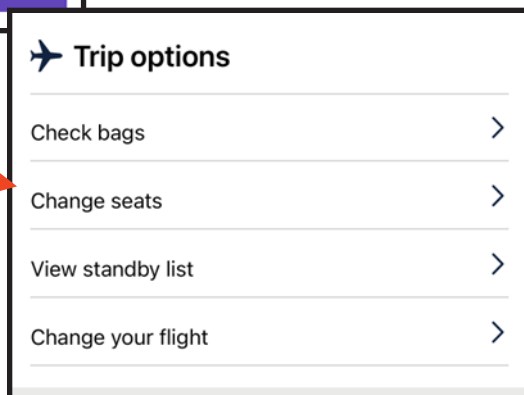
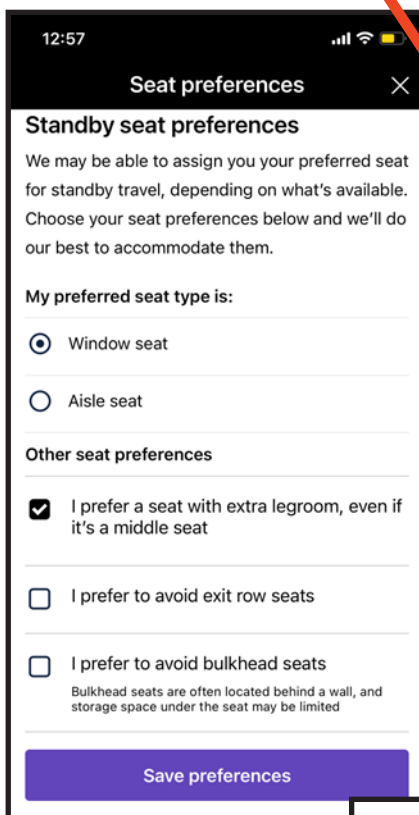
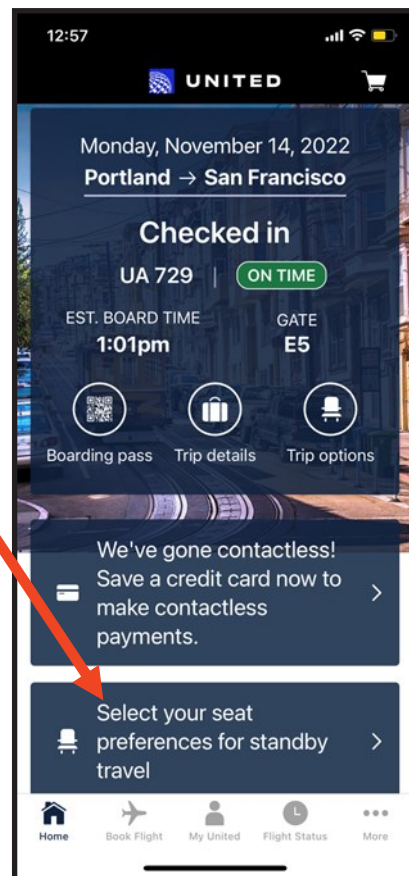
After you click on "**Change seats**" a seat map will appear with a yellow dot on your assigned seat. Look through the seat chart and if there is another seat you prefer, tap that seat and your yellow dot will reappear on your newly selected seat. But remember, it's not yours until you press "**Save.**"

If you are a party of two or more people you'll have to do this process for each person whose seat you'd like to change.

And if you're subsequently upgraded to a premium cabin, you can repeat this process if it's not past the cut off time.

Good luck.

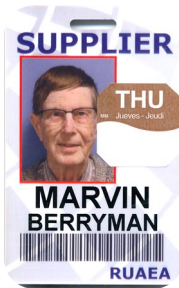
*Pat*



## United Airlines Historical Foundation

*"Preserve the Past, Inspire the future"*

[www.uahf.org](http://www.uahf.org)



The men in the photo are fulfilling a dream which has escaped man's eager seeking since the beginning of time. They are Looking Accurately at the Future.

They are a United Captain and a First Officer, seated in the cockpit of a DC-8 Jet Mainliner. Ahead lies the Runway in which they will soon land, This in spite of the fact that United had not yet received its first DC-8.



Their Crystal Ball is an incredible assemblage of electronic computers known as a Flight Simulator. It combines the essential elements of a DC-8 Cockpit with talented electronic apparatus which brings every control to life and creates a startling illusion of actual flight. The Airport is a scale model traced on a wall of an adjoining room and flashed before their eyes by a Television Camera.

In the 12 years of planning since United began educating and equipping itself for the Jet Age, few projects have assumed more significance than Simulator Flight Training. By the time United Flight Crews stepped aboard DC-8 Jet Mainliners this summer for their actual first flights, they had at least 20 hours of Simulator Flight. Thus, the Airplane itself presented no mysteries not already probed on the ground.

When a crew enters the DC-8 Simulator Cockpit, it observes all the requirements of an actual flight. Instruments and gauges are checked as aboard the airplane, and radio contact is made with an Airway Traffic Control Center. Engine sounds are created by recordings. Controls respond to the various conditions of take-off, climb and descent. Air Speed, Altitude, and Fuel gauges show varied readings as the flight progresses. While banking and turning, ascending and descending, the cockpit lights show appropriately for hydraulic cylinders. From the Control Center, the Radio Operator may set up landing conditions varying from Midday brightness to Night-time approaches with Minimum Visibility.

Behind the Crew is a control panel known as the "trouble console", Here an Instructor can indicate complications in-flight. He may, for example, flip a switch causing a malfunction of one of the engines. The Crew then must be able to counter this situation according to prescribed procedures. Such simulated problems give practical experience with many situations a pilot may never encounter in a lifetime of flying. Obviously, such Training cannot be attempted in actual flight.

United's Denver Flight Training Center is the largest and most complete facility of its kind in the World. In addition to the DC-8 Simulator, five simulators for piston-powered Mainliners (Convairs, DC-6s and DC-7s) are in constant use.

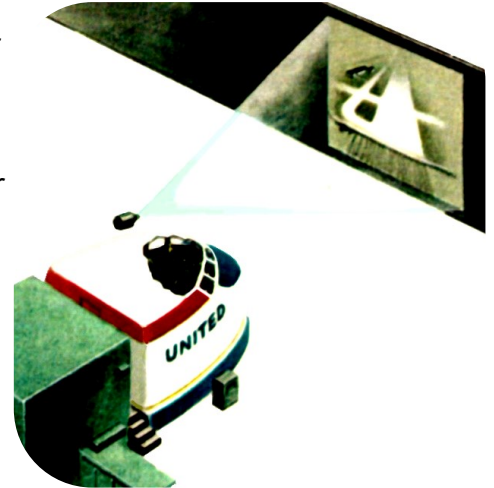




United's first simulator was purchased in 1951. Since that time, the electronic marvels have brought Mainliner crews to Cockpit Proficiency, The Training Center employs 109 Instructors, Operators and Technicians, all veterans in their line. As one Instructor put it, "I've learned more about flying in three years of simulator work than I did in 12 years of actual flying." The fact is that Airline Flying is Routine, offering little opportunity to prepare for the unusual. The simulator makes its greatest contributions in this area.

With a price tag of approximately \$1 million, the DC-8 Simulator is no mere toy. It was built by Link Aviation Inc., and is the product of nearly 30 years of their experience with Instrument Flight Training devices. In 1929, Link developed the famed Link Trainer, in which thousands of pilots the world over have had their first experience of instrument flight.

Since September 1958, hundreds of Flight Personnel have completed the 20-hour course of DC-8 Simulator Instruction, preceded by 112 hours of Ground School Training. In addition each Crew receives at least 12 hours of actual Flight Training in the DC-8 itself. Thereafter, Crews return twice yearly for additional Simulator Training and Proficiency Checks.



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

### Advice from Will Rogers...

Lettin' the cat outta the bag is a whole lot easier'n puttin' it back.

### WE'RE HERE TO HELP

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

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

Check our website [www.uaprf.com](http://www.uaprf.com)

# Luncheons / Local Reports

Check the Luncheon Information page for your area



## PHX - Phoenix Roadrunners

### Greetings from The Phoenix Road Runners,

We had a very nice luncheon group Tues, Nov 8th. Several regulars were missing, on trips, repair man coming, another in the hospital and, more not down from up North.

We had a real treat, as **Bill and Molly Norwood** joined us for the first time. It was really interesting to hear some of their ventures.

We do want them to become a permanent part of our "Roadrunners". **Phil Otanicar** visited for the first time also, and we hope he joins us when he returns from Chicago.

No politics came up and just the usual stories concerning flying. We have enough quirky and weird politics in Arizona. We look forward to the December 13th luncheon. I want to thank George Cox for putting our bird picture in the upper left corner. I tried to find a picture myself, but George found a much better one. Do you know what kind of bird it is? We have a couple that entertain us at home a couple of times a week.

We hope that you had a real Thanksgiving by the time you read this.

*With warm regards,*

*Frank Soare*



L-R: Tom Libuda, Renee Libuda, Dianna Alsing, Jeanette Soare, Frank Soare, Phil Otanicar, Mark Janowski, John Baczynski, Dianne Baczynski, Molly Norwood, and Bill Norwood. Front Center: our waitperson "Chase".

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## SFO - Bay Siders

It was a wonderful rainy day in the Bay Area. We received 1 ½ inches of rain, which is a good start for November. As such, I was surprised we got 7 attendees.

**Jeri's** heater went out at just the wrong time, it was cold. **Cyndi and I** see her weekly at our American Legion, and it seems there is always a new appliance "issue". These include cell phone, television, freezer, and fireplace failures to name a few.

**Bill** went into a long-detailed description of a movie he saw and disliked. Why, we don't know. He did discuss his continuing troubles trying to resolve some issues with the PBGC.

**Barry and Ginny** discussed the many medical problems **Barry** has had over the years. These include hip, knee, and spine problems he has had. But alas, the "Bionic man" is still smiling. They also told stories about their two adult kids, who they are rightfully very proud of.

Four of our group, are in a crazy marching band together. Our band, "The World-Famous Los Trancos Woods Community Marching Band," dresses in costumes to fit the occasion and plays patriotic songs and old favorites, such as "In Heaven there is no Beer, that is why we Drink it here". We are marching in the Pearl Harbor Day parade in Honolulu on December 6th. Report to follow.

Enough for now.

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

*Rich Erhardt*



L-R: Ginny and Barry Hamley. Jeri Johnson, Keltie Morris, Bill Klett, Cyndi Schwager and Rich Erhardt.

 **UNITED**

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## SFO - East Bay

The San Francisco East Bay group held their meeting on Monday Nov 14th.

There were only four of us this time as several members were traveling or in sick bay (not serious). Talk covered the ALPA contract problems, pensions, and problems United has had in recent weeks. United had a diversion of a 787 to Iqaluit International Airport (YFB) while flying from LHR to SFO. The passengers experienced an 11-hour layover at the small airport waiting for United to bring in another 787 to transport them to their final destinations.

After attending our luncheons for several years, **Jerry** finally brought his wife to our luncheon for the first time. We hope to see her in attendance at our next meetings. .

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

*Rich*



L-R: Jerry Udelhoven and his wife Darlene and Rich and Georgia Bouska

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## DEN - Denver Good Ol' Pilots

On November 9th 23 Good Ol' Pilots and guests assembled at The Golden Corral Buffet and Grill in Aurora for our monthly lunch meeting. As usual social hour began at 11:00. After lunch **Ted Wilkinson** led off with some humor. Next, **Steve Jacques** spoke about retired United **Captain Dick Lewer**. Dick flew west on July 17th this year. Dick was well liked and highly respected by those who knew and flew with him. Dick's Obituary: <https://www.yampavalleyfh.com/obituary/richard-lewer>

There will be a Public Service for Dick at noon on December 9th in Kona, Hawaii at The West Hawaii VA Cemetery just northeast of the Kailua-Kona airport.

We welcomed a new attendee **Mike Leverington** and wife **Mimi**. He spoke about an unusual incident when he as about to be interviewed for employment as a flight officer at United. Mike was sitting outside the office of the person interviewing an applicant. As the prospective United Pilot was leaving Mike heard the interviewer say ( paraphrase). "You meet all the qualifications but at United we are known for The Friendly Skies and you never smiled once. So I am turning you down." Mike said he made sure to smile during his interview.

Attending: Joe Bacheller, Al Bielanski, Bob and Ann Blessin, Bill Hanson, Larry Hawkins, Doug Hill, David Horwitz, Steve Jacques, Don Johnson, Tom Johnston, Mike and Mimi Leverington, Lee Lovegren, Pete McConnell, Mark McGurk, Bruce Munroe, Keith Patton, Dan Romceovich, Rick Steele, Ted and Rose Wilkinson, Etzel Willhoit

*Tom*

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**Idle thoughts of a retiree's wandering mind...**

I had amnesia once -- or twice.

## SFO - North Bay

The SFO North Bay group met on our favorite day of the month, the first Wednesday, at Cafe Bellini in Petaluma. A nice turnout with the usual lively table talk. I am adding a story written by **Bob Donegan** in regards what life was like in the "good old days". Could it happen today?

Who knows. But it is nice to think that it might.

We meet the first Wednesday of the month at Cafe Bellini in Petaluma. 11:30 meet and greet with lunch at 12:00 noon. Come join us, all are welcome. Bring an appetite and a tale to tell.

Per Ardua, *Barney*

During the transition from propeller to turbine aircraft, all turbine aircraft used to be required to use the prefix "Jets" in contacts with ATC.... This applied during clearance delivery...In the late 60's and through the 70' the LAX/SFO corridor was filled with flights from several competing airlines and the clearance from LAX to SFO is not only quite stable but repeated many times almost 24 hours a day (frequently by the same voices). I'm not sure who started this but after the first variation from standard was "United Jet"...then somebody added Mainliner, then over a period of literary years, a subtle competition grew on between the controller and myself. Next was United Mainliner Friendship...the object always being to repeat EXACTLY what was given to you... As time went on I understand that some controller would wander through United's terminal searching for new key words to add in...It became great sport and in conversation with one of their training officers as to whether this was too much of a diversion, he replied that he actually believed it got the controllers back to not just repeating blank repetition but to actually think precisely of what they were saying and that most of them not only picked up on the challenge but greatly anticipated the competition.. Below is a copy of the final results when I quit flying LAX/SFO..

Number one world way, This is United Jet West-Coast MainLiner Friendship Commuter deli-buffet, bi-centennial red carpet, non-stop, holiday exception service to San Francisco, Baghdad by the Bay, Gateway to the Pacific, Pearl of the Orient, and we would like to go as filed, via the Ventura 6 departure to maintain 2,500 feet expecting higher from 5885 West Imperial on 125.2, and the squawk is 6996.

There were other add ins, generally derived from current UAL advertising ( I distinctly remember Hang Town Fries). There were a couple of controllers who could eat my lunch on this game, one who used to use "For discreet anomaly with the air traffic system"

It was great sport working with some very sharp people..I did however, while visiting the tower find a three by five card over by the clearance position....FOUL...



CW from table end: Rick Saber, Ross Sagun, Woody Lockhart, Carol Reed, John Reed, Sam Orchard, Mickie Orchard, Kathleen Billings, Bob Billings, Jules Lepkowsky, Gardner Bride, Galen Wagner, Dick Hanna, Barney Hagen, Dan Bargar, Doris Donegan, Mike Gaylord.

## SMF - SAC Valley Goldwingers

Such a great turnout. We were happy to have a few distinguished individuals join us today. Our fearless leader, **Don Wolfe**, **Ron Bertacini** and his wife **Barbara**, RUAEA former President, and **Ed Akin** and his wife and daughter. Ed has been recovering from some medical problems and has not been able to join us.

I tried to present a few items of interest that were of particular interest to us concerning United Airlines and our retired community. In my research, I found many airlines are increasing their aircraft size and are purchasing large numbers of jets. The United Next plan will add 500 new aircraft to its fleet by 2026. And, United is closing in on an order of 100 wide body jets. Alaska Airlines made its biggest aircraft purchase in its history and will purchase 52 737 MAX planes between 2024 and 2027. United and Air Canada have both ordered a batch of all-electric, 30 passenger, regional jets that will have zero emissions and super quiet engines. United's order for 100 will likely be flown on regional routes out of Chicago and Denver beginning in 2028.

Our distinguished airline had its inaugural flight from SFO to Brisbane. Additionally, United restarted flights between LAX and Melbourne and between IAH and SYD.

**Wm** and I attended the annual RUAEA (Retired United Airlines Employee Association) convention in San Diego last month. Gosh, the RUAEA members sure know how to party and throw a great convention. There were so many excursions throughout the San Diego area. Rumor has it that RUPA and RUAEA will be teaming up to join forces for a combined convention/reunion. Details to follow.

Lastly, we will be having our annual Christmas party at the Serrano Country Club in El Dorado Hills. Serrano is where my wife and I live and play golf on a regular basis. So, if you are in the area, you are welcome to join us for a festive evening. The dinner is planned for Dec 7th with happy hour commencing at 5:30 PM. By the time you receive this commentary, we will all be well into the Christmas Season. Enjoy your time with family and friends and good luck in the new year.

Still Flying High,

*John Gorczyca*



Front row L-R: Barbara Bertacini, Ron Bertacini, Lance Engeldinger, Trudy Engeldinger, Judy Zari, Lindalee Akin, Ed Akin.

Middle row L-R: John Gorczyca, Sharon Gorczyca, Lori Muir, Dave Ulm, John Petts, Andy Fossgreen, Rosemary Authier, Helene Violette, Diana Stiles, Julie Baugh, Joni Cordano.

Back row L-R: Dave Leippe, Marv Alexander, Don Wolfe (Wm), Chuck Koleasar, Bill Authier, Rod Violette, John Mosbacher, Tedd Stiles, Kathy Lynch, Karl Winkelbrandt.



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## SNA - Dana Point

Because of the first storm of the season barreling into southern California, our monthly luncheon was postponed two days to November 10. The move was successful as it was a clear sunny day when 11 of us showed up at The Proud Mary's at Dana Point despite the change of schedule.

**Roger Parsons** opened up the main topic of discussion by remarking on how fixated Southern Californians are with car chases. He was referring to the hour-long high speed pursuit in Los Angeles the previous night. It started with an attempted traffic stop and when the driver sped off it turned out he was in a stolen car. The suspect then stopped into an apartment complex and then stole another vehicle - a white Chevy delivery van. He backed up and rammed a police SUV multiple times to make his getaway. During this part of the chase the stolen van blew a tire with sparks streaming from the exposed left rear rim. Dumping the van, the perpetrator dashed into the rear door of a house and emerged being chased by several people - one brandishing a knife. Using the keys he swiped from the house the suspect jumped into the resident's pickup truck and made off with his third stolen vehicle. After sideswiping several moving vehicles, he finally got cornered at a gas station surrounded by multiple police cars. Shots were fired but no one was hit and the driver eventually surrendered. The group had fun pointing out the various highlights of the chase. You can watch the action and judge the entertainment value for yourself on YouTube.

<https://youtu.be/QkhAwabc1Mw>

On other news, I reported that my daughter was on her honeymoon in Hawaii and that started the conversation on weddings. **John Arp** mentioned the option of offering money to hire a party bus so the bride and groom can get married in Las Vegas and bring along their friends. (His offer wasn't accepted.) **Bill Stewart** recalls pulling out his checkbook each time someone approached him during the preparation of his offspring's wedding.

Other topics were the anniversary of the Marine Corp, the 737-900 being unsuitable for use in SNA, **Joe Udovch** being popular among the female staff at Reata Glen who keep asking about him, the recall of Council 57 officers, the Xmas Fantasy Flights and electric cars. As always the conversations were continuous and free flowing.

Our next luncheon will be on Monday Dec.12. We will meet as usual at The Proud Mary's at Dana Point at 11:30. Anyone interested to come can call me at 949-842-5186 for details.

*Rico Santamaria*



CW from left: Denny Giesea, Roger Parsons, Bruce Dunkle, Butch Trembly, Bill Rollins, Boomer Knutzen, Joe Udovch, Bill Stewart, Rico Santamaria, John & Cheryl Arp.

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

We held our lunch on November 10th and when I had our regular gang and a great lunch after hurricane or tropical storm Nicole went through the day before.

*Jim Morehead*



CW from Left: Jim Morehead, Ham Oldham, Barry Massion (USAir), Greg Madonna, Paul Guidry, Rich Farmer, Steve Huber, Lyn Wordell, Son of Steve Huber, Bill Garrett, Paul Livingway, Dan Petrovich, Gene Anderson.



### Aviation 101...

Good judgment comes from experience and experience comes from bad judgment.

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

## RSW - SW Florida Group

Our November 14, 2022 luncheon at the Fort Myers Olive Garden started our new season of four luncheons.

We had a turnout of 8. It was uncertain how many would show as the timeframe was still in our recovery period from Hurricane Ian (Sep 27) and Nicole which engulfed SW Florida – especially the barrier islands and the Fort Myers area. There were many survivor stories of destruction, some places harder hit than others ranging from complete loss of the home to mostly loss of palm trees. There was consensus that the most remarkable thing was the effort by both governmental and civilian agencies to assist with massive debris cleanup and bridge and utility repair – but still ongoing after nearly two months. The photo shows just one of hundreds of debris piles on the interstate and side roads still needing removal. One startling observation was the heavy increase of traffic (not snowbirds because it's too early) but of responders, waste pickup and utility trucks from out of state helping with recovery.



Our Olive Garden restaurant was shut down for 8 days due to loss of power but reopened in time for our luncheon. Our “small but mighty” group enjoyed 3 hours of non-stop lively conversation and good Italian cuisine! We always welcome anyone and have lots of room for more attendees, their partners, off-spring, actives, other airline colleagues/neighbors, caregivers. **Molly**, our server once again, proved to be top notch.

The next luncheon is January 9, 2023 at 1130 (second Monday) at the Olive Garden in Fort Myers (12870 Cleveland Ave on Rt 41). The following two luncheons after that are February 13 and March 13. All welcome.

Yours truly,

*Dot Prose* (Gary Crittenden, Senior Consultant).



CW L-R: Gary Crittenden, Neil Bretthauer, Rip Curtiss, Bob Maben, Dot Prose, Shirley Curtiss, Jim Rigsbee and Judy Rigsbee.

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## SRQ - Sarasota Sunsetters

Small group for the November meeting, Nice with a small group, **Ed** got to reminisce about flying the DC-7, **Bob** about the Airbus. I too chimed in about the Triple of course. Bella not much to add but she enjoyed the company. Hoping for the big group next luncheon January 10, 2023 @ 11:30. In the mean time, Happy Thanksgiving, Merry Christmas and Happy New Year.

*Chris*

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



L-R: Bella, Chris Wingardh, Bob Bourlier, Ed Ripper and Carolyn Faulkner.

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## SUA - SE Florida Treasure Coast Sunbirds



Despite an approaching hurricane these pilots came together for camaraderie, good humor, and good memories.

In attendance:

George Bustillo  
Jerry Holmes  
Ted Osinski  
Dave Damion  
Joe Piazza  
Gregg Sternbach  
Duff Daily



## KOA - Big Island Stargazers

Kailua Village was quiet after the Ironman World Championship came to a close in early October, and The Fish Hopper restaurant opened the bar area for our half hour of talk story before lunch.

We greeted our newest members **Scotty (Richard) and Peggy Scott**. They live part time on the Big Island and we look forward to their return next year.

Three RUPArians, **Dennis Tatti, myself**, and my husband **Walt**, are members of the Kai 'Opua Canoe Club. In October, our outrigger canoes were given the honor to escort the Navy's USS Daniel Inouye into Kailua Bay as it began its statewide tour. The Navy treated us to a VIP tour of the ship, lunch, and a generous amount of memorabilia to take home. The ship, commissioned last December, is an Arleigh Burke-class guided-missile destroyer named in honor of the late Hawaii U.S. Senator Daniel Inouye and is based at Joint Base Pearl Harbor-Hickham on Oahu.

If you're in town on the third Thursday of the month, join us for some great camaraderie down on the waterfront.

*A hui hou... Linda Morley-Wells*



Veterans Walt Wells & Dennis Tatti in lead escort canoe



USS Daniel Inouye & Kai 'Opua outrigger canoe



L-R: Linde & Al Rimkus  
Dennis Tatti  
Linda Morley-Wells  
Walt Wells  
Peggy & Scotty Scott  
Also in attendance but  
missed the photo op  
was Beth Raphael



## ORD - Greater Chicago Area Group

The Greater Chicago RUPA Group Luncheon November 8th, 2022

Thirty-three RUPArians and guests showed up for lunch at Nick's Pizza and Pub in Crystal Lake on a really pretty and unseasonably warm November day. Someone remarked that it sounded like we had fewer attendees than usual but since it was election day, we suspect maybe folks were just tired of the constant barrage of political stuff via media and were more interested in having a quieter lunch with friends. I reckon the somewhat-reduced din helped our servers **Monica** and **Lisa**, too.

Customary at our November meetings, we honored the veterans in our group. Some of us actually wore parts of our uniforms to lunch---the parts that still fit, anyway. Army, Navy, Air Force (both U.S. and Danish AF), and Marines were represented.

Our next luncheon at Nick's will be held on Tuesday, March 14th, 2023. RUPA members and guests and active pilots as well are always welcome to attend our luncheons.

By The Scribe,

*Walt*



Jan Fink, Walt Fink.



Dave Harris, Sig Chrzanowski, Russ Kuhlen, Tom Peterson.



Jan Fink, Ole Sindberg, Bob Helfferich, Tom Wedel, Marjorie Nelson, Howard Nelson, Mike Hepperlen.



Carl Eberle, George Bracke, Wendell Jelms, Jim Stuntz, Bruce Carey, LeRoy Bair.



North side of table, Top to bottom: Ed Wevik, Larry Stech, Jack Taylor, Maribeth Kuhn.



John O'Connell, Jim Trosky, Mary Jeanne Trosky.



South side, same table, Bottom to top: Dick Kuhn, Dave Murray, Bob McCormick, Scott Joseph.



Ben Kalom, Linda Strohm, Dave Strohm.



Our Veterans.

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## LAS - Las Vegas High Rollers

We are anticipating a large December turn out as 6 other folks who were out of the country, state or had last minute conflicts have already confirmed for our 14 December luncheon.

Please RVSP to me by the Sunday prior so I can reserve a table at the BJ Brewhouse in Summerlin at 1100. Thanks.

**Bud** retired 27 years ago from UAL and had great stories to share.

*Jack Donahue*



L-R: Bud Puckett, Jack Donahue, Jean Ann Donahue, current Captain Jim Dingess & Ibrahim Garba.

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## RNO - Reno's Biggest Little Group

Good OLD group for our October lunch. This time it was **Don Merucci** who had a birthday so we got the free desert. He wasn't the oldest, at 84 **Gene Lamski** and **Jim Whiteley** beat him by 4 years. Everyone can still remember great stories. We heard quite a few.

*Jim*



L-R: Cort de Peyster, Gary Dyer, Don Merucci, Jim Whiteley, Ned Peterson, Gene Lamski, Deen Shuff.



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## CLE - Cleveland Crazies - Oct 2022

**Mary Serpentine** invited the Cleveland Crazies to have our October gathering and lunch at her beautiful home in Richfield, Ohio. She offered to have our group and some of her flight attendant friends for dinner on October 20th. We had 21 members, wives, flight attendants and friends enjoying a time together and a wonderful dinner. The appetizers and dessert were provided by our group, and Mary prepared the perfect meal.

**Dick Sanders** provided us with an update on one of our members' winter home near Fort Meyers, Florida. **Phil Jach** provided us with an update on the health issues of one of our Members, and **Joe Getz** provided us with a joke that had everybody laughing. Our November meeting will be back at Lager and Vine in Hudson on Thursday, November 17th. We all recognized **Mary** for her invitation and the wonderful dinner that she provided.

Cheers,

*Phil*



L-R: Phil Jach, Linda Jach, Joe Getz, Vickie Getz, Tim Schreiber, Debbie Schreiber, Mike Holmberg, Teri Holmberg, Mary Lou Sanders, Dick Sanders, Philip Yee, Monica Burrill, Jim Burrill, Dawn Lang, Bob Lang, Carol McMakin, Rich McMakin, Mary Serpentine, Rita Deberry, Bob Olsen and Elizabeth Olsen.

**One way to find out if you are old is to fall down in front of a lot of people. If they laugh, you're still young. If they panic and start running to you, you're old.**

**I hate it when people act all intellectual and talk about Mozart, while they've never even seen one of his paintings...**

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## CLE - Cleveland Crazies - Nov 2022

On a cold and snowy day the Cleveland Crazies met for our November luncheon at Lager and Vine in Hudson. The twelve who were able to make the luncheon all enjoyed the stories, the food and the time together as usual.

**Dick Sanders** brought the joke for the day. News of some missing members was shared by **Bob Olsen** and **Phil Jach**. **Mary Serpentine** offered information about The Homestead Exemption Act. We welcomed guests **Rich and Sue Pelkowski** of Hudson. **Rich** was an air traffic controller for many years and enjoyed being with others in aviation again.

Cheers,

*Phil*



Standing L-R: Phil Jach, Linda Jach, Don Kauer, Rich McMakin, Dick Sanders, Bob Olsen, and our server Danielle.

Seated L-R: Mary Serpentine, Joe Getz, our guests Rich and Sue Pelkowski, Gene White and Rob Marshall.

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**My kids say they  
want a cat for  
Christmas.**

**Normally I do a  
turkey but hey, if  
it'll make 'em  
happy...**



## MFR - The Intrepid Aviators of Southern Oregon

Greeting to all in RUPA Land from Southern Oregon. The last time we met and I wrote I started with 'Finally'...well, it's happened once again. Finally we've gathered at our favorite haunt, The Pony Espresso in Jacksonville, Oregon. There were but the four of us, **Jim and Cheryl Jaeger** and **Marty and Bob Niccolls** at the table and, but few of us, wonderful to once again gather and tell tall stories and catch up. Covid and time have hit us hard with our group, with several moving, one, **Steve Fusco** passing away and several others getting to an age where it's difficult to get out....but such is life post Covid.

A beautiful Fall we've been having here in the valley. Very warm and dry, and so the leaves, normally gorgeous this time of the year, are slow to change. Lakes very low to dry over much of this part of the West and so hope for a wet Winter shortly to come. The first of Fall weather fronts is to arrive this weekend and so, perhaps, the time has come to get the woodstove popping. Indeed we've put the Chetco River camp to bed for the cold months and now, tomorrow, head to the lake cabin to set the heaters and prep for a hoped for snowy and white Winter season there.

Around our table this month, Jim, Bob, Marty and Cheryl.

Cheers,

*Bob*



### Christmas Dinner Backup:

Christmas Dinner in a tin aka "Christmas Tinner"



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## SEA - Seattle Gooney Birds

November 10th in the Pacific Northwest turned into a beautiful fall weather day. Recent heavy rains west of the Cascades had ended most of the western Washington forest fires and washed the smoke-filled skies. Eight pilots and two wives gathered for lunch at the SeaTac Marriott.

As it was one day prior to Veteran's Day, much talk centered around military service and a wide variety of related experiences. **Doug Postlewait** told of flying during the Vietnam era and carrier life aboard the USS Midway. **Alan Black** also had Vietnam experience, mostly in single engine Cessnas at slightly above tree top altitude. Additionally, elections, both national and local, were covered, albeit lightly.

As usual, our next Gooney Bird lunch will be held on December 8th, 11 am-1 pm, SeaTac Marriott. Join us for good food, camaraderie, and tales of aviation, old and new.

*For the Flock,*

*Hank Kerr*



Seated L-R: Hank Kerr, Kathy Black, Alan Black, Jack Brown

Standing L-R: Larry Knechtel, Blythe Knechtel, Ted Elder,  
Doug Postlewait, George Brown, Pete Lara



## DCA - Eddie O'Donnell Group

Kilroy's, October 19th, was the place and as the olde saying goes "If you weren't there, you were square". Beautiful day for a drive into what we used to call the "edge of the city". Well, the Beltway is no longer the edge. From out here in the west, I am not sure if Rt. 28 is really the edge.

We had no formal program. Food and beverage were ably supplied by **Randy** in quantity such that several take-out boxes were used. There were interesting stories of remodeling, fancy weddings attended, facial hair, refund trials and rehab experiences after accidental injury. Oh, and something about a wandering cat returning home and Mouse Flavored cat food.

Thanks to "**D**" for accompanying **Ed Miller**, it is good to have him back. We missed **Stokes** and his photographic expertise. **Randy** attempted to fill the void.

Next lunch is January 18, 2023 (3rd Wednesday), 11:15 at Kilroy's. Be there or be square.

E.K.



CW from left, Don & Cathy Reinhard, Paul Gilson, Ed Miller & companion "D", Anne & Dave Strider, Jon Beckett, Gil & Pat Coshland, Betty & E.K. Williams, Tony Keffer and Gene Couvillon.

# There I Was . . .

(Please Limit submissions to 1000 words)

## There I Was . . . Studying for My Drug Test

By Joel A. Turpin

Prior to my retirement from United Airlines in 2015, I was based at JFK flying both the Boeing 757 and the Boeing 767. I was also living in New Jersey, 93 difficult driving miles from the JFK airport. It involved driving through Brooklyn and Flatbush on the Belt Parkway, the only road to JFK, then across Staten Island and over the Outter Bridge Crossing to New Jersey. (Outter was a person's name, so this is not misspelled.)

Making that drive home after about 3:30 pm on a weekday meant spending up to an extra hour in traffic. Because of this, on an inbound flight, I felt it was imperative to be on the road no later than 3:30. Painful experience taught me that getting on the road just 15 minutes late could add up to an hour to the drive home, so time was always of the essence.

One day back in 2003, I was flying a transcontinental flight from Los Angeles to New York's JFK Airport in a Boeing 757, scheduled to land at 3:00 pm. This put me perilously close to the latest time to get on the road to avoid rush hour traffic. Thanks to good weather and a tailwind, my flight plan had me cruising at the long range speed of just Mach .78 to save fuel. But this speed would have me landing within 30 minutes of the never exceed time of 3:30 pm. Then, something happened that changed everything. We were cruising along peacefully at 37,000 feet in smooth air about 3 hours from landing at JFK when the message light on our ACARS (data link) keyboard started flashing. I pressed the flashing button and read these awful coded words;

DRG TST C

This meant that the captain, as in me, had to take a drug test by leaving a urine sample in a bottle after landing. Drug tests for airline pilots were done on a random basis, and I had just been randomly selected.

The test would be administered by a company nurse who would meet me on the jetway so I couldn't escape. She would then escort me to the medical office where the test would be administered. Once there, I would have to pee into a sample bottle and secure it with a lid. To accomplish the test, the nurse would first remove the lid and then add chemicals to the urine to see if I tested positive or negative for drug use.



"You're fired, Jack. The lab results just came back, and you tested positive for Coke."



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While I never fear taking a test I know I will pass, this one had serious ramifications. It meant I would be delayed getting on the road home until at least 3:45, and 15 minutes or more beyond the never exceed time of 3:30. This could add an additional hour to my commute home.

Drug tests, which were mandated by the FAA, were not intended to prevent a pilot from flying under the influence, or they would be administered prior to takeoff. Rather, they were designed to catch him or her after flying under the influence. Totally backwards from how it should be done. I hated drug testing for two reasons. First, the thought of an airline pilot using illicit drugs was insulting, and second, because they were testing a pilot who had never used any drug in his entire life. Leaving for home late because I had to take a drug test made me more than a little angry. But what could I do?

The answer magically appeared when one of our flight attendants brought our crew meals up to the cockpit.

There, sitting on my plate beside the chicken breast, was a weapon I could use, not to avoid the test, but to punish the person administering said test. It was sitting there as if it were manna from heaven!

Everyone knows that when you eat asparagus, your urine smells awful. This makes the person who ate asparagus nothing less than a human skunk. I calculated that if I had to take a drug test by peeing in a bottle, the person administering the test would have to pay a price!! And with a mental chuckle, I eagerly ate all of the asparagus on my plate.

And now that the statutes of limitation have expired, I can also confess that I increased our cruise speed to Mach .82 to help mitigate the effects of the drug test on my drive time. This would dramatically increase my fuel burn, but after learning that I had to take a drug test, saving the company money was not on my plate.

Providence then provided more ammunition for getting revenge for the drug test. I noticed that my first officer had asparagus on his plate, too. I quickly made what he must have thought was odd request when I said "Hey, I'll trade you my chocolate cake desert for your asparagus." His not unexpected reply was "Why in hell would you trade your cake for my asparagus?" I simply told him that I was studying for my drug test. And so, I was...

#### THE REST OF THE STORY

Naturally, I passed my drug test, but the nurse who administered the test resigned her position to seek another career path!! Just kidding...

### Idle thoughts of a retiree's wandering mind...

What is a "free" gift? Aren't all gifts free?

I used to be indecisive. Now I'm not sure.

The cost of living hasn't affected its popularity.

Is it my imagination, or do buffalo wings taste like chicken?

Show me a man with both feet firmly on the ground,  
and I'll show you a man who can't get his pants off.

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## There I Was . . . Flying Sports Charters

By Gary Brauch

I found myself assigned to a number of sports charters in the '70s and '80s, and they were usually very enjoyable trips. One very special memory for me is flying the 49ers back to SFO from DTW after their first Super Bowl win in January of 1982. I was a DC-10 F/O at the time. The most memorable thing about the trip was how well-behaved and professional all the athletes and staff were. Bill Walsh was exceptionally personable and had complete control of his players, clearly demanding that they behave themselves in a manner befitting the 49er organization. I took a moment to walk through the cabin and spoke with a few of the players, which was a special treat since I was a season ticket holder at the time. I still have a copy of the flight plan with autographs of the players, all but Joe Montana, who was enjoying Disney World as the MVP of the game.

That trip was in stark contrast to another sports charter I flew which involved getting the Steelers back to PIT following their win over the Raiders in December of 1974 when I was a DC-8 F/O. The team was completely out of control. Barely an hour had gone by when the Flight Attendants simply gave up and hid out in the cockpit. Doors were ripped off the blue rooms, overhead bin doors were torn off, seats essentially dismantled, on and on. We were told later the airplane was out of service for three days getting interior repairs.

Quite a contrast in organizations!

Gary Brauch EWR/SFO 1964-2003

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## There I Was . . . With My Neighbor's Story of Being the Doc on a Plane

By Larry Darnell

Is there a doctor in the house?

I just had, from Aetna, My yearly home visit from a physician Dr. B Bagley. Doctor Bagley is also full time USAF. This is his story.

"I was on my way to Germany on Lufthansa to my new assignment when the PA squawked "Is there a Doctor on board? " I identified myself to the Flight attendant and was lead to the rear of the aircraft. I met a flight attendant and a man that did not speak English. This man proved to be a gym instructor.

The 3 of us examined the man and it was decided that I should treat him. We were approaching Iceland. The question was stop in Iceland or continue to Frankfurt. The Man was in extreme pain and had had surgery for prostate cancer. During my exam, I was informed that we were now going on to Frankfurt. The man was now moaning and throwing himself around and then abruptly passed out. I cut his clothes away and was able to relieve the bladder pain and then continued to monitor his condition as we landed in Frankfurt. He was still on the floor in the extreme rear of the plane and unconscious. Because of his physical position all passengers were allowed to leave the aircraft before the paramedics came on board. I waited along with the flight attendant as the man was removed. The flight attendant left. I rested for a few seconds, went back to my seat and grabbed my carry-on, I continued up the aisle to disembark and found a passenger agent about to close the door of the airplane. He did not know that I was still on board. It had been 40 minutes since we arrived at the gate. I went down to baggage claim and to my Military ride. I missed it. Only an hour 30 until the next one. As I waited I thought Hell! " I did not even get a free drink."



# Articles

Industry related news and other articles

## More older adults should be checking blood pressure at home, study suggests



Only around half of those who have hypertension or conditions linked to blood pressure regularly monitor, but health care providers' recommendations increase older adults' monitoring at home.

Only 48% of people age 50 to 80 who take blood pressure medications or have a health condition that's affected by hypertension regularly check their blood pressure at home or other places, a new study finds.

A somewhat higher number -- but still only 62% -- say a health care provider encouraged them to perform such checks. Poll respondents whose providers had recommended they check their blood pressure at home were three and a half times more likely to do so than those who didn't recall getting such a recommendation.

The findings underscore the importance of exploring the reasons why at-risk patients aren't checking their blood pressure, and why providers aren't recommending they check -- as well as finding ways to prompt more people with these health conditions to check their blood pressure regularly. This could play an important role in helping patients live longer and maintain heart and brain health, the study's authors say.

Past research has shown that regular home monitoring can help with blood pressure control, and that better control can mean reduced risk of death; of cardiovascular events including strokes and heart attacks; and of cognitive impairment and dementia.

The findings are published in JAMA Network Open by a team from Michigan Medicine, the University of Michigan's academic medical center. The data come from the National Poll on Healthy Aging and build on a report issued last year.

The poll, based at the U-M Institute for Healthcare Policy and Innovation and supported by Michigan Medicine and AARP, asked adults aged 50 to 80 about their chronic health conditions, blood pressure monitoring outside of clinic settings, and interactions with health providers about blood pressure. Study authors Mellanie V. Springer, M.D., M.S., of the Michigan Medicine Department of Neurology, and Deborah Levine, M.D., M.P.H., of the Department of Internal Medicine, worked with the NPHA team to develop the poll questions and analyze the findings.

The data in the new paper come from the 1,247 respondents who said they were either taking a medication to control their blood pressure or had a chronic health condition that requires blood pressure control -- specifically, a history of stroke, coronary heart disease, congestive heart failure, diabetes, chronic kidney disease or hypertension.

Of them, 55% said they own a blood pressure monitor, though some said they don't ever use it. Among those who do use it, there was wide variation in how often they checked their pressure -- and only about half said they share their readings with a health provider. But those who own a monitor were more than 10 times more likely to check their blood pressure outside of health care settings than those who don't own one.

The authors note that blood pressure monitoring is associated with lower blood pressure and is cost-effective. They say that the results suggest that protocols should be developed to educate patients about the importance of self blood pressure monitoring and sharing readings with clinicians.

<https://www.sciencedaily.com/releases/2022/09/220923121640.htm>

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# How to Boost Your Immune System During Cold and Flu Season

By Hannah Seo/The New York Times

As the days shorten and people trade their tank tops and shorts for sweaters and tights, the turn of autumn signals another new beginning: the start of flu and cold season, and Covid winter No. 3.

According to Dr. Helen Chu, an epidemiologist and infectious-disease physician at the University of Washington School of Public Health, it's a myth that simply being cold will make you more likely to get sick. But viruses do tend to transmit most efficiently in drier, colder conditions, leading to spikes in winter months. So now is the time to get serious about immune health.

**Here are four things health experts say you can do to prepare ahead of fall and winter surges.**

- **Get active:** Exercise is a great way to bolster your health and reduce your susceptibility to disease, said David Nieman, a professor of biology at Appalachian State University who researches exercise, nutrition and immunology. In one study published in 2011, Dr. Nieman and his colleagues followed more than 1,000 adults living in North Carolina for three months in 2008. They logged their lifestyle habits — including diet, exercise and exposure to stressful events — as well as how often they were sick with upper respiratory tract infections, such as common colds or laryngitis, and the severity of their symptoms.



“The No. 1 lifestyle factor that emerged was physical activity,” Dr. Nieman said. Those who exercised five or more days per week were 43 percent less likely to be sick with an upper respiratory tract infection than those who exercised for less than one day per week. But even those who did a little bit of exercise — at least 20 minutes of moderate exercise (as simple as a brisk walk) at least one day per week — were better off than those who did none.

We see this effect in part because exercise stimulates immune cells to “patrol the body” for virus-infected cells so that it can identify and eliminate them, Dr. Nieman said. Just a few hours of moderate exercise spread across a week is enough to get your immune cells circulating optimally, he said. And the exercises don’t have to be intense — just walking, dancing or “vigorous yard work” is enough to experience a boost in your health.

- **Don’t underestimate the power of rest:** Too much exercise, though, can tax the body and temporarily suppress the immune system, Dr. Nieman said, increasing your risk of infections. There’s no simple formula for what constitutes too much exercise, the experts said, but if you’re suddenly feeling unwell or constantly tired, or if previously easy workouts are feeling hard, it might be a signal that you need to slow down.



Research has also shown that not getting enough sleep, or sleep of good quality, can reduce your body’s capability for fighting off infections, said Kathi Heffner, a professor of nursing, medicine and psychiatry at the University of Rochester Medical Center. While not everyone requires the same amount of sleep, the general guidance for adults is six to eight hours each night, Dr. Heffner said.



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Good sleep can also help regulate your stress, she added. When stress occurs chronically, it can reduce the body's response to vaccines and infections and can increase inflammation, "all of which can increase our susceptibility to infection as well as other kinds of chronic diseases," she said. Even day-to-day stressors — from your job, your commute or your care-taking responsibilities, for example — can weaken the immune system, she added.

Reducing that kind of stress is often difficult, Dr. Heffner said, but if you can find time to do so, whether via practicing mindfulness exercises like meditation or yoga or even just "finding time to do pleasurable activities," that can reduce your stress and in turn help your immune health.

- **Follow a healthy diet:** What you choose to eat and drink is one of the most important lifestyle choices that can influence your immune health, Dr. Nieman said.

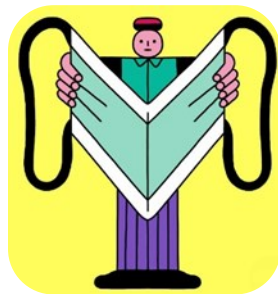


A variety of brightly colored fruits and vegetables — berries, citrus fruits, red cabbage and kale, for instance — are great sources of flavonoids, chemical compounds found in plants that can help the body fight inflammation and illness, he said. Tea, coffee, dark chocolate and certain grains, like buckwheat, are also good sources of flavonoids. In Dr. Nieman's 2011 study, his team found that adults who ate at least three servings of fruit per day had fewer upper respiratory tract infections throughout the year than those who did not eat as much fruit.

Research has also shown that exposure to cigarette smoke and drinking of alcohol in excess — more than two drinks a day for men or one drink a day for women — can suppress your immune system. Minimizing your alcohol consumption (or at least keeping within the dietary guidelines) or quitting smoking can help reduce your risk of infections, Dr. Chu said.

If you're tempted to try supplements that claim to improve immune health, she added, don't — especially if you're already following a healthy and balanced diet. For the most part, she said, "there's really not much data at all to support the use of most supplements to prevent illness or to boost your immunity."

- **Keep up the pandemic precautions:** "Probably the most important thing that people can do right now is to get both their up-to-date Covid booster shots and their flu vaccines as soon as possible," Dr. Chu said, since flu and Covid-19 cases will almost certainly go up this fall and winter.



And while many people have stopped wearing masks in public indoor spaces, continuing to do so will help protect you against all sorts of viruses, not just the coronavirus. This is especially true if you have a weaker immune system. Using rapid Covid tests before gatherings or when you have symptoms, and asking others to do so as well, can also minimize everyone's risk of infection, Dr. Chu said.

"One of the things we've learned through this pandemic is just how important hygiene is," Dr. Heffner said. "Washing hands, keeping your distance when you have a cold — those kinds of things are highly effective for keeping people healthy."

In fact, Dr. Chu said, good hygiene includes staying home when you have symptoms of any type of infection at all. "People tend to try to power through, even if they're sick," she said. "They want to continue to do their job, to continue to go to school, to continue to do what they were doing before." But that behavior just increases exposure and risk of transmission to other people. Stay home and give yourself time to rest instead, Dr. Chu urged.

# Airline Operational Excellence

In my over 4 decades of experience with ATC and airline operational issues, along with 30 plus years as a United pilot, I learned the following 3 facts.

1. [Air Traffic Control is not relevant](#) in the discussion about reducing airline delays, congestion, cancellations and excess CO2.
2. Internally implemented Airline Operational Excellence will prevent many of an airline's very expensive "day of" operational problems.
3. Rapidly addressing this problem will simultaneously reduce CO2 (>5%), improve on time performance, take pressure off of pilot staffing and move upwards of \$1 Billion to a single, large airline's bottom line.

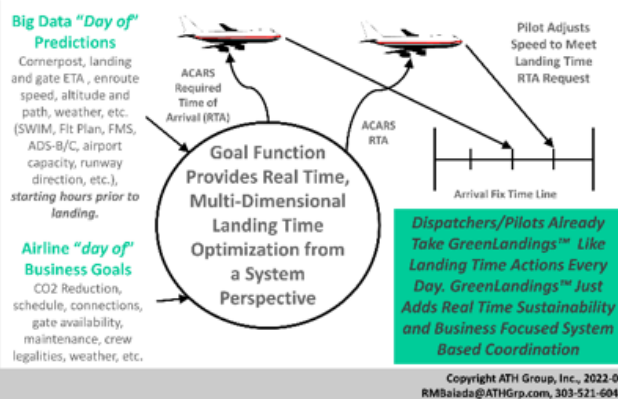
Operational Excellence (>5% CO2 reduction, >85% A0, <3% day to day A0 Standard Deviation, >8 minute scheduled block/gate time reduction per flight) has been independently validated to **quickly/profitably reduce airline delays, congestion and excess CO2.**

Further, the technology, data, software, computational power, optimization engine, communication capability and real time landing time flexibility are all available and in place to make Operational Excellence a reality *starting within months*, moving an airline's "day of" production process into the 21<sup>st</sup> century, Big Data, Supply Chain world, allowing airlines to rapidly improve quality and reduce emissions/costs.

## How of Operational Excellence

The first critical step in Airline Operational Excellence ([First-level](#)) is for an individual airline to internally remove the huge amount of unnecessary variance within the "day of" movement of their aircraft. And no, I am not talking about changing schedules. *"Day of" Operational Excellence is about executing the printed schedule, whatever it is, at a much higher level.*

### GreenLandings™ Ops Concept



The fact is that easily correctable "day of" variance in the landing time of the aircraft is the root cause of most delays, congestion, unnecessary CO2/costs and ATC chaos. These unmanaged aircraft landing times, driven by hundreds of independent decisions, without regard to system/business/ATC outcomes, negatively infects the airline's operation throughout the day (the worse it gets, the worse it gets). This cascading conga line of defects, hour after hour, constantly increases emissions and costly end level defects (pax not where promised, when promised). Add in weather, and the operation collapses even faster.

In fact, landing time variability, most of which is completely unnecessary, is the biggest "day of" factor that negatively impacts passengers, product quality, airport congestion, pilots, the environment, ATCs and drives airline costs skyward (Billions annually for individual large airlines).

And the first step towards removing this variance is for the airline to internally manage the landing time of every one of their aircraft, 24/7-365. The readily available solution to accomplish this is ATH Group's GreenLandings™ software.

GreenLandings™ is an airline/airport centric, cloud based, “real time” arrival/departure landing time management solution, based on an airline's, ATC and airport's “day of” requirements (business and safety).

GreenLandings™ predicts congestion and delay problems hours prior to arrival and provides a real time, “in flight”, aircraft by aircraft, Required Time of Arrival (RTA) via ACARS that drives the landing time to a system solution before the problem ever occurs (defect prevention).

Further, the *GreenLandings™ process is easily scalable and effortlessly crosses sovereign airspace, FIR and ATC sector boundaries*, a highly complex political/technical problem for any ATC centric landing time management program. In effect, GreenLandings™ is a “day of”, long range, business based, landing time management overlay to the ATC system that, as validated by FAA and Embry-Riddle, makes ATC less complex and chaotic.

By focusing on individual airports/airlines, starting airport by airport, airline by airline, GreenLandings™ is low cost and quick to implement. The first airline/airport can be online within months and airline wide within 3 years.

GreenLandings™ has over 10 years of real world, operational experience with major airlines including Delta, USAir, TWA, Emirates and others at the world's busiest airports (ATL, MSP, DTW, CLT, DXB, STL and DFW). GreenLandings™ has posted rapid, cost effective benefits to on time performance, passenger experience, labor, ATC, noise reduction, CO2 reduction, lower fuel burn, better aircraft/gate utilization and reduced operating costs.

Additionally, GreenLandings™ has been independently validated in live operations by FAA (*FAA Task J Report*), Embry-Riddle University, Georgia Tech, GE Aviation (*Dubai FLOW Report*) and others.

Then once an airline reaches the First-level of Operational Excellence, i.e., each aircraft is stable and predictable and driven to a better business goal, airlines should then move up the Operational Excellence ladder to the next level.

- Second-level Operational Excellence - “day of”, real time management and assignment of gates to the aircraft
- Third-level Operational Excellence - “day of” real time management of all of the other operational elements (passengers, bags, cargo, ramp, crews, food, maintenance, fuel, etc.) to the aircraft/gate package

Finally, someone is going to provide the vision and leadership required to make Airline Operational Excellence a reality, as the independently validated benefits are just too large to ignore. The question is who will lead?

<b>United Airline's Operational Excellence Benefit Analysis</b>	
<b>Preventing CO2, Defects, Fuel Waste and Productivity Loss</b>	
Annual Crew Buffer Cost	\$ 150,562,500
Annual Defect Rework Cost	\$ 62,232,500
Annual Overnight Rework Cost	\$ 93,348,750
Annual Fuel Buffer Cost	\$ 618,429,851
Annual Aircraft Lost Productivity Cost	\$ 2,239,275,000
Annual Lower Ticket Revenue with Low A0 Quality	\$ 373,395,000
<b>Total United Airlines Annual Buffer/Rework Cost</b>	<b>\$ 3,537,243,601</b>
Annual Recoverable Crew Buffer Cost	\$ 50,187,500
Annual Recoverable Defect Rework Cost	\$ 15,558,125
Annual Recoverable Overnight Rework Cost	\$ 23,337,188
Annual Recoverable Fuel Buffer Cost	\$ 206,143,284
Annual Recoverable Aircraft Productivity Revenue	\$ 335,891,250
Annual Additional Ticket Revenue with A0 Quality	\$ 373,395,000
<b>Total Annual Recoverable Buffer/Rework Cost</b>	<b>\$ 1,004,512,346</b>
<b>Daily Tons of CO2 Prevented</b>	<b>1,642</b>
<b>Annual Tons of CO2 Prevented</b>	<b>599,254</b>
<b>Annual Fuel Savings (gallons)</b>	<b>59,925,373</b>

2,200 flights/day, 18 min buffer time/flight, 6 min/flight recovered, \$3.44 /gal

## Letters

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

### Kurt Kaufman – Williamsburg, VA

Letter to Editor from Captain Kaufman

I'm just going through the bidding process for December. It's looking like my final flight will be MUC to IAD flight 105 on the 12/20. My wife Tracy, daughters Alyssa, Ashley, and Savannah are planning to ride along. We'll depart IAD on 12/18 and experience the layover at the Sofitel in MUC. There will also be several handpicked friends who will be working as Flight Attendants on the trip, so it should be fun.

Tracy is a former Educator from several school systems throughout the country and has been along on many trips with me over the years. Alyssa is 32, living in Jacksonville FL and a Hospital Pharmacist for UCF Health Systems. Ashley is 29, living in Newport News Virginia and a Resident ER Doctor at Riverside Memorial Hospital. Savannah is 25, married and living in Virginia Beach and is a Paralegal for Hangar Law Firm.

I was hired 7/24/79 and have completed 43 1/2 years with United minus 4 years on furlough. During that time I flew for Rubbermaid INC on a Citation II. I continued part time with Rubbermaid for a few years after recall, but then did limited flying in General Aviation, although I've always maintained my CFII and MELs. That's probably why I decided to do the LCA job starting back in the late 90s. I've done that for over 20 years and have lost count of



how many students, but my guess would be nearly 700 events or more covering the A320, 767/757, and 777. My favorite jet would be the 727 (even though I never taught on it). It's a pretty impressive airplane that's loud, goes fast and laid down lots of exhaust smoke. I also flew both the Thunder Guppy and the 737-300.

I'll probably keep my hand in aviation at the GA level teaching or flying a bit for fun. Tracy and I will also spend lots of time on the water cruising up and down the East Coast on our boat as Pirates just enjoying life and meeting up with friends.

All the stories at United will make great retirement hangar flying, but the most memorable times, are all of the life time friends that I've been able to fly with and are part of "those" stories, that will still be there even after retirement. It's a whole new world in aviation out there, but the underlying current of camaraderie and all the right stuff is still there. Much like the legacy United, Capital and Pan-Am pilots left their legacy to us, I'm sure we (78 -79 hires) have left our footprint on this career.

*Captain Kurt Kaufman*

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## **Dan Petrovich – Plantation, FL**

Dear RUPA Editor

Kurt Kaufman, What can I say about Kurt Kaufman....better yet, what shouldn't I say!

I first met Kurt in January of 1987 when I was an S/O and he was the F/O on the 727, We were on a two day trip that took us from ORD to OAK, SFO, & RNO on the first day and back to ORD on day two. We were flying with Captain Bill Sylvester. Kurt went out of his way to make sure I wasn't a "slam-clicker" in Reno. Bill decided discretion was the better part of valor and decided not to join us in our tour of the city. Good choice on his part.

In the mid 90's Kurt and I ended up in an accelerated LCA training course on the Airbus. Captain Poss Horton, Chief Pilot DCA, and Captain Doug Hill, Fleet Captain on the Airbus, recruited us for this program where we spent two weeks of intensive training to become qualified as LCAs. We had four others in the course with us to share in our pain from drinking from a fire hose. There was plenty of good times to be had during the first week while we were all together between the jokes, cigars, and beverages, accompanied by plenty of tomfoolery! Unfortunately, the second week had us all going different directions for the actual aircraft check outs. But, what a first week!

During our tenure as Airbus LCAs, Kurt and I regularly flew a IAD – MEX – SJO, and the return three day trip with a 30 plus hour layover in San Jose. We were doing these trips as Mexico City and Latin Area Quals for other pilots. We also had a "System" to ensure our crews had a wonderful time on their layovers. This included the coolers and rafts we kept at the hotel for hanging out at the pool with some goodies purchased at the duty free. We flew the trip so much the crew desk actually nicknamed us "The San Jose Cabana Pool Boys."

The next time I got to work with Kurt was his Class II & South American Qual flight from MIA to LIM. He had the pleasure of me acting as his LCA for the trip and signing him off. So, you ask what can two guys like us do on a 40 hour layover in Lima? I'm pretty sure the Hard Rock Café will never be the same. To quote Col. Oliver North, "Senator, I have no recollection."

The last flying event I enjoyed with Kurt was his LCA Observation Ride on the 777. He rode along, watched, and offered his version of a critique, which by the way, I ignored (heck, he wasn't even an LCA yet on this fleet). Poor student (and relief pilots) got the brunt, full force pleasure of years of a great friendship and an evening in Brussels. And yes, including Belgian Waffles on the way back to the hotel.

I cannot say enough wonderful things about Kurt. He has been a long time friend. He and I have sought each others advice over the years. We've shared some great times together whether we were working together or socializing. Being Tail End Charlie for his new hire group is a special place and honor. All the folks he flew with as an LCA are better pilots for it. We can all sit in the back relaxing knowing they were well trained by one of the very best.

As you head for the door where every day is Saturday, I raise my glass, Here's to you Brother!

*Dan*

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## **L Buck Manning – Tampa, FL**

The surviving pilots who were on board in early 1970s will no doubt recall the Barry S Marlin scandal. He destroyed several hundred UAL pilot "investors", whose names I won't post with this message.

I'm pasting a link to an L A Times article which details Marlin's history of accumulation, trial and confinement, and litigation by mostly United pilots and some sports and Hollywood celebrities.

<https://www.latimes.com/archives/la-xpm-1989-08-17-mn-718-story.html>

I'd have jumped right in with the herd in 1972, but I had no money, being a fifth-year 727 plumber.

About one third of the way into the lengthy article you will find mention of United Pilots, and their involvement grows as you read further.

Thanks for all you do, and hope you post this article for us veteran retirees.

With warmest regards,

*L Buck Manning*

Captain retired ORDFO 1996

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## Ben Anderson – Canton, GA

While I do not profess to know a lot about Pulmonary Fibrosis, I do know a lot about my son, Brett Anderson.

Brett is a 767/757 Captain of 26 years with United. He followed the convoluted footsteps of many of you, with a beginning as a pilot flying from the old Pfugenhaven airport out of Berlin (How he got there is another story) through several other feeders in the US, even at one time renting a plane and setting up a charter business to ferry Cowboys around to rodeos. (another story). Many of us pilots have interesting backgrounds that required perseverance to get to the majors. I retired from United in the year 2000 as a 747 Capt. enjoyed the career and am proud of it as all of you should be. There are not many of you.

Brett has Pulmonary Fibrosis, has had his medical removed by FAA, is presently without work and facing an unsure future about life expectancy. All the Major Medical facilities he has been to have been fantastic, but nothing to be done about Pulmonary Fibrosis. I mention particularly, with respect, "Mayo Clinic" and "National Jewish Pulmonary Center" in Denver.

Brett is the pilot who flew into Europe, used part of his layover to go into Poland, rent a van and transport people and supplies into and out of Ukraine, go back to his layover point and finish his trip.

Brett has decided to dedicate a portion of his life to trying to finish a bucket list and at the same time raise funds for "The Pulmonary Fibrosis Foundation" He is a good writer, has an interesting website: [LastBigRide.org](http://LastBigRide.org). I would encourage a person to start reading this website under "NEWS" for info. and go from there. Brett can be followed real time daily in his trex through Mexico and South to South America on a different website: [Share.Garmin.com/BrettAnderson67](http://Share.Garmin.com/BrettAnderson67). He is also a facebook contributor under "The Last Big Ride"

Brett and his wonderful wife "Karie" have talked and agree, this is what he should do.

Fraternally,

*Ben Anderson*

JFK-RD-LAX-HNL-LAX-ORD

## Cort de Peyster – Reno, NV

16 years on the beach - sort of. Still aviating professionally for a 135 charter outfit called XOJET, albeit on a reduced sched of 8 on, 21 off (almost as good as the golden years at UA).

2022 has been a good year so far with no significant ailments or complaints.

Biggest news is, we are about to become first time grandparents! The title of "worlds oldest non grandpa" will have to be passed on to someone else.

Son Brooks, and wife Jocelyn, are expecting a baby girl, Charlotte, in early Dec. and we are ecstatic!

Nancy and I finally made it to the Normandy Beaches, a bucket list item for decades. The visit was a very moving experience. Our transportation was a wonderful 7- day river cruise down the Seine in late October. It included many interesting ports of call along the river, that are steeped in early Norman history.

We spent some time in Paris as well on each end of the cruise. While visiting the Eiffel Tower, we so imagined the scene below, depicted on canvas, of a little known event there



For those unfamiliar, google Bill Overstreet P51, for the back story.

*Cort*



## Jim Huff – Vancouver, WA

Opps! Think this is the first time in over 33 years that I'm late with my annual birthday letter. Maybe because there's not much new to write about...except almost joining so many retirees that also don't send in a letter.

Getting so that I don't recognize most that do write in, but do enjoy hearing about the ones that I do remember, also do enjoy seeing a few in the luncheon groups from SFO-RNO areas, and of course Cort's occasional lunch groups in the Pacific Northwest. I'm pretty much a stay at home caretaker for my bride of 65 years, Vera (Butler) Huff, (SEASW-'55-57) of course she was compelled to retire when we eloped to RNO in '57 to tie the knot.

We still live in the same home we purchased upon retirement in '89, here in Vancouver, WA. We live about 8 miles, as the crow fly's, from PDX and nearly every morning can hear the early departures as the sounds carry uninterrupted up the Columbia River. Actually enjoy it, particularly as I can just turn over and snooze a little longer! Miss our 24 years of "snowbirding" on the island of Molokai. One place in the world that has changed very little, believe it or not.

Aloha to all, and "Mahalo" to all the dedicated workers that make the Newsletter possible.

*Jimmie L. Huff, '55-'89*

## Larry Nikolaus – Huntington, WV

Got my dues in on time. Thank you to all the RUPA volunteers and this wonderful publication.

This past year pretty much the same as last. Valerie and I, flying the C-190 to \$150 hamburger (inflation), Oshkosh, but added a new destination, Triple-Tree Aerodrome (SC00) Woodruff, SC, for the annual Flyin. A 7000 ft grass strip smooth as a putting green. Not the hectic pace of Oshkosh.

Camping, watching airplanes, meeting old and making new friends, talking aviation and eating good food. A great camping spot by the river.

*Larry*



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## Don Weber – Federal Way, WA



I guess I'm slightly slipping in my advanced years. 2 things to do on my birthday regarding RUPA. One is to renew my membership & the other is to write a yearly note. It's not bad that I forgot one out of two. When I got my monthly issue of RUPA, I wondered where my letter was, then I realized, it was still in the computer. Vicki & I are doing just fine. Still living in our cute little home overlooking Puget Sound. Our animal family has finally stabilized at 9 rescued cats & 2 dogs, LooLoo our last rescued dogs was partially the "gift" of our daughter Aimee. She works in the Olympia animal shelter, part time.

We had a really good year. Celebrated my 86<sup>th</sup> birthday in September. Our son Eric flew up from California for about 5 days & celebrated with us. Had great nights of food & lots of fun enjoying Seattle together.

Sara & Mike have just finished building a beautiful home on Lake Chelan in eastern Washington. They also have a crash pad in Seattle.

Keri is still with Todd, living the good life in New York City. They live in a high rise apartment on the 27<sup>th</sup> floor overlooking Times Square. Todd travels a lot & Keri can walk to her work,

Jodi & her brood are happy in Minnesota. Chris is a dentist & the grandkids, Kate & Jake are fine. Kate has taken up swimming & is doing quite well. I have no doubt that some college will be offering her a swimming scholarship, when she is a senior.

Aimee's gang, Samantha & Nate are growing up much too fast. Sam runs cross country & Nate is a soccer buff.

We want to go on another cruise but presently, we have no one to baby sit with our animals, I'm certain someone will show up sometime.

Hope everyone has a wonderful year.

*Don & Victoria*

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## Curt Simpson – Port Orange, FL

**Again, this past year has been very good for us physically (no Covid or other difficulties). This is number eighteen since my last B-747-400 trip and number eight since my last NetJets Cessna Citation flight. Nancy and I celebrated our eighth anniversary in May and I'm happy to report that all our children and grandchildren are busy, well and happy.**

**Like so many others, the last couple of years have been pretty quiet due to the Covid situation. There likely won't be any trip north by the Bonanza as we have done in the past several years, not because of the virus, but because of the outrageous fuel prices for light planes that can vary between \$7.00 and \$9.00 per gallon and increasing almost daily. I really fear for the future of general aviation if these prices continue or go even higher.**

**We feel fortunate to live in Florida, especially these past couple of years of Covid problems. Compared to many other parts of the country we have been free to enjoy life with few restrictions. There is no shortage of things to do here in Spruce Creek and good friends to spend time with.**

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

**Curt (EWR, CLE, ORD, LAX--1967-2004 UAL)  
(MCO--2004-2014 NetJNets)**



*Curt*

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## Chuck Thom – Lichfield Park, AZ

SNY- SFO on the 400 the day before 911 completed my career with UAL. Some flight instruction followed post UAL bankruptcy due to pension loss. I married a student, Wendi, and our son, Kieran, is now in first grade. (Wasn't this the shortest synopsis ever of a 21 year span?)

We acquired a Tesla X and love it, however on a PHX-SAN trip we had headwinds of 30-35 mph from El Centro to SAN, uphill, sea level to about 6000 ft. I SHOULD HAVE KNOWN!

The range meter (miles to dead battery) began to unwind at an alarming rate with no charging stations ahead. Before dead zero we stopped at a resort/Truckstop at about 2130. My whole family waited in the restaurant till they closed while I got a tow to a charging station, which after two hours of charging proved to be a "Snail Charger" (15 hours to FULL). I then got a second tow to a Super Charger further west and charged for 45 minutes, drove 30 miles back to the resort and picked everyone up at about 0200. Result: arrival at our hotel at Legoland at 0400. I learned a lot about driving electric from that (as in "I learned a lot about flying from that").

Since my last letter I've had carotid surgery (95% blockage), Covid 19 (despite shots), pneumonia (despite vaccinations), and a cardioversion, (electric shock treatment to restore normal heart rhythm), for the second time. The first time caused a 5 minute flatline and a pace maker. All these hospitalizations came between last DEC and APR. Since then I have recovered to near normal and am now working on cataract surgery.

Hearing aids may be in the future. Regardless I am very content with my health, and very happy with my family.

Good job, guys and gals. RUPA magazine is incredible and always keeps me in the loop on peer progress, UAL, and industry status.

Thanks, too, for the cogent articles on health and travel tips. Well done !

*Chuck Thom*



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## Tom Edwards – Ferndale, WA

Membership renewal \$35 check enclosed.

I was told that at age 52, I was the oldest pilot hired by United. I was a dentist who against all advice and common sense, sold my practice at age 47 to pursue an aviation career. I already had a pilot license, flying my Cessna 172. Received additional ratings via Flight Safety. Hired by Midway Airlines as a commuter pilot, then up to DC-9, then to UAL on 737 and Airbus 320. Had tears when leaving the cockpit after final flight. I still look up at every passing airplane, reminding me of those enjoyable years.

*John & appreciate your work.  
Tom Edwards  
retired 2000*

*Tom*

## Ken Peterson – Hampshire, IL

My name is Shirley Peterson. I was married to Ken Peterson for nearly 64 years. Ken first learned to fly in the Air Force, and then continued as a civilian flight instructor and charter pilot in Omaha, Nebraska. He first joined United Air Lines in May 1964 and considered it one of the proudest things he had ever done. Over the course of his career, I recall that he flew the DC6, B727, DC8, B747 and retired as Captain on the DC10. He spent his entire career at Chicago O'Hare airport. He valued all the time he worked with fellow employees on the line and in the office.

On his days off, Ken built us two homes. He farmed with horses and tractors. He preferred working with animals and raised cattle and horses. He also raised some soybeans and corn and lots and lots of hay.

Over the course of our marriage, we had 2 daughters, 6 grandchildren and 5 great-grandchildren. Ken was born on a farm outside Woodbine, Iowa, and the middle of 7 children. He put himself through college at Buena Vista University at Storm Lake, Iowa. Sadly, a form of dementia robbed his last years of memories, and a heart condition took his life on April 13, 2022 at age 88. We miss him terribly and have faith that he is with our Lord.

I continue on our farm with the help of my youngest daughter Diana and husband Jerry and their sons. My oldest daughter Denise helps me with my home and business stuff.

I intend to continue with RUPA . I enjoy reading the personal letters in the RUPA News and wish there were more of them. I thank the people who are dedicated to publishing the News for all of us.

Shirley Peterson *Shirley Peterson*



## Don Sobey – Oro Valey, AZ

It's been 30 years since I retired. Do the math. All the original warranted parts have already gone west but just like he old Timex, I am still ticking, just not as forcefully. Hope to see y'all next year too.

*Don Sobey*

*Class of '92*



## *In Memoriam*

RUPA members who have Flown West

### **Ronald “Ron” J Bush**

1/29/1932 - 8/10/2022

It is with tremendous sadness that the family of Ron Bush announce his passing. He had been ill for many months, although could still (barely) hit the ball off the tee with huge assistance from his friends.

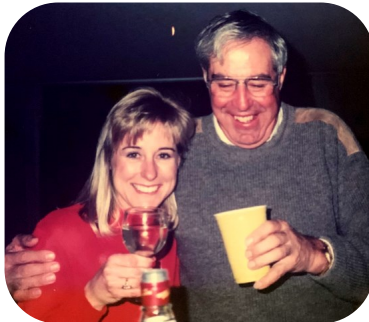
His aviation career began following graduation from Stanford University on a football scholarship. He began his Naval career shortly after. Ron flew off the USS Hancock off the coast of Vietnam in 1964-1965.

Shortly thereafter, he joined United Airlines. He retired in 1992 as a B-767 Captain based in Denver. He spent many years prior in San Francisco, but always wanted to get back to Denver for the outdoor life that he loved. Skiing, fishing and of course, golf. He was a member of the Perry Park golf community for over 40 years.

He is predeceased by his son, RJ. He is survived by and incredibly missed by his wife, Anne and his niece and fellow RUPA member Leslie Thomas.

His incredible laugh will be missed by all that knew him.

There was a small family service held in September.



### **Herbert “Herb” C Marks, Jr.**



Captain Herbert C. Marks Jr. was born in Pocatello, Idaho on August 2nd 1927.

He knew from a very early age that he wanted to fly airplanes. He used to watch the airplanes that would fly over his family’s potato farm and dreamed that one day that would be him.

His mother scrimped and saved what little extra money she could find so that he could learn to fly as a young teenager. He received his pilot’s license and then signed up to serve in the Army Air Corps (now known as the US Air Force) at the end of WWII.

After the war Herb went on to flight instruct and then to fly for United Airlines. He retired in 1987 after 36 years of employment with United. After retirement he mentored several people to go on to careers as pilots with the airlines.

Herb was a well known figure in his community where he enjoyed golf, music, and his family and friends.

He is survived by his wife Ruthann, his children Melodie, Brad, and Dana as well as seven grandchildren and numerous great grandchildren.

Herb is well remembered for his quick smile and wit, and his signature martini known by many as the “Red Baron”.

He passed away on September 1st, 2022 at the age of 95, fittingly enough, in his favorite pub with a beer in hand and Ruthann at his side. Herb will be remembered fondly and missed by many.



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



**James  
"Jim"  
Thomas  
Clinton**

James Thomas Clinton  
August 29, 1921 - September 2, 2022

Jim and his five siblings grew up in The Bronx near Yankee Stadium where he was seen and recruited by the Yankees at age 17. When he completed his schooling he enlisted in the Army Signal Corps in World War II. He was stationed in Eisenhower Signal Center in a bunker below London transcribing code. He met both Eisenhower and Churchill.

In off-duty hours Jim volunteered with the London Fire Department searching through bombed buildings. He often commented that the British were brave and noncomplaining.

After the war in Europe ended Jim saw Paris liberated and played on the Army All Star Baseball Team while awaiting new orders.

After the war Jim was hired by United Air Lines in the radio department. He developed several test instruments

and helped evaluate the usefulness to United of new technology such as the autopilot and simulator. When United started a pilot/technician program Jim flew Cessnas and DC 6s out of Newark. He performed the technical aspects of the pilots job and served as a Flight Engineer on DC 10s.

Jim was active in The United States Power Squadron, The Coast Guard Auxiliary, The Radio Amateur League, and The Connecticut Private Pilots Association. He taught navigation, weather and Morse Code to boating associations. He served on Town Committee and was a Little League Baseball Coach.

Jim and Karen were 56 year members of Mystic Seaport Museum and founding members of the Moss Bay California Maritime Museum.

As a Coast Guard Auxiliary member under Coast Guard orders Jim used their 1925 motorboat for search and rescue. The Kiara was also invited to the Mystic Seaport Antique Boat Parade and Rendezvous yearly. Also under official Coast Guard orders Jim flew his Cessna 170 B for search and rescue and on oil pollution patrol on Long Island Sound.

Jim met Karen on a flight. They were married in 1966 and made their home in Clinton, Connecticut. Their son Thomas and his wife Frances live in Singapore.



# Flown West

Remembering United Pilots who have Flown West

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

*\*denotes RUPA non-member*

David A Anderson *	Jul 2022
Paul G Andes *	Mar 2020
Terrance "Terry" Brady	Nov 12, 2022
Ronald "Ron" J Bush	Aug 10, 2022
James "Jim" T Clinton	Sep 02, 2022
Kenny C Danielson *	Aug 31, 2021
Thomas "Tom" M Harvey	Sep 30, 2022
Robert E Hawks *	Aug 2, 2022
George Hemminger *	Nov 12, 2022
Richard D Lewer *	Jul 17, 2022
Larry V Liguori *	May 22, 2022
John D Longley *	May 25, 2015
William J O'Connell	Jul 27, 2022
David S Wilson *	Sep 22, 2022

## HIGH FLIGHT

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

*John Gillespie Magee, Jr., September 3, 1941*

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Vice President: Dan Petrovich..... 954-288-4343 ..... rupavp@rupa.org
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Dick Kane..... richaka4@aol.com
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Washington D.C. Area

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DCA: Williamsburg, VA/Hampton Roads Area...
Jim Krasno..... krasnojm@earthlink.net

How to pay your RUPA dues

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





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## RUPA Luncheon Information

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

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### Arizona

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

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

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

### California

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

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

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

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

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

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

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

SMF: SAC Valley Goldwings (1st Monday, 12:00) - *Cliff House of Folsom, Folsom, CA* - 916-941-0614

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

### Colorado

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

### Florida

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

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

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

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

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

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

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

### Georgia

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

### Hawaii

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

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

### Illinois

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

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

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

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

### Nevada

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

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

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

### New York

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

### Ohio

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

### Oregon

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

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

MFR: The Intrepid Aviators of Southern Oregon (3<sup>rd</sup> Wednesday) - *Pony Express, Jacksonville* - 541-245-6896

### Texas

IAH: Houston Tex Mix (2<sup>nd</sup> Monday, 1130 hrs) *Broken Egg Café, Shenandoah, TX*

### Washington

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

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

### Washington D.C.

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

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

# A Look Back

United Airlines and RUPA History

10 years ago - Dec 2012

**rupanews**  
Journal of the Retired United Pilots Association

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Volume 15 Number 12 (Journal 639) December, 2012

20 years ago - Dec 2002

**RUPANEWS**  
Journal of the Retired United Pilots Association

Volume 4 Number 12 (Journal 521) December, 2002

*Wesley G. Gentry*  
BOEING 221A - "MONOMAIL"  
1930

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



Young United DC3 pilots from the 40s.  
Submitted by Jim Morehead



# Member Photos

Member-submitted layover and work-related photos

**The flight bag then and now.**  
**“Then” submitted by JTR. aka Jon Rowbottom**

**Then . . .**



## **Now: The Electronic Flight Bag (EFB)**

Each iPad, which weighs less than 1.5 pounds, and replaces approximately 38 pounds of paper operating manuals, navigation charts, reference handbooks, flight checklists, logbooks and weather information in a pilot's flight bag.

A conventional flight bag full of paper materials contains an average of 12,000 sheets of paper per pilot. The EFBs significantly reduces paper use and printing, and, in turn, reduces fuel consumption. United projected EFBs would save nearly 16 million sheets of paper a year which is equivalent to more than 1,900 trees not cut down. Saving 326,000 gallons of jet fuel a year reduces greenhouse gas emissions by 3,208 metric tons.



December 2022 Edition

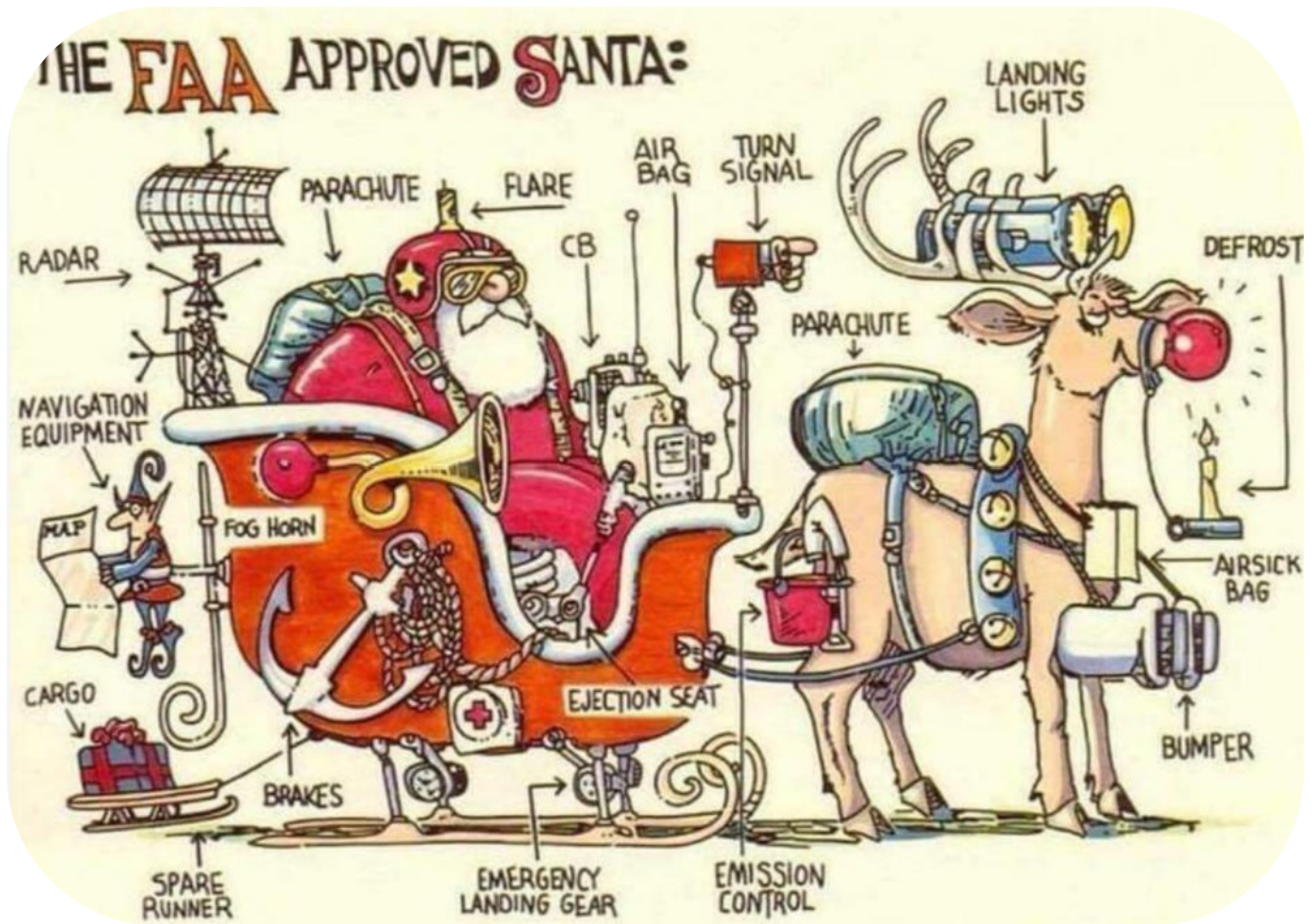
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**From:**

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**To:**



Happy Holidays

