



RUPANEWS

Journal of the Retired United Pilots Association

Volume 8 Number 6

(Journal 562)

June, 2006



IN THIS ISSUE

President's Message
Notices
About the Cover

Page 3
Page 3-12
Page 7

Letters
In Memoriam
Calendar

Page 13-33
Page 33-38
Page 40

OFFICERS

The late Captain George Howson, President Emeritus

President: Cleve Spring, 1104 Burke Ln., Foster City, CA 94404-3636, 650-349-6590 clevespring@comcast.net

Vice Pres: Larry Wright, 605 Joandra Ct., Los Altos, CA 94024-5343, 650-948-5587 patlarry@aol.com

Sec/Treas: Jim Olson, 7389 Featherstone Blvd, Sarasota, FL 34238-4392 941-921-7959 jimboyfl@verizon.net

Membership Bill Richards, 1421 Canberley Ct., Trinity, FL 34655 727-375-9859, billwd6j@verizon.net

COMMITTEE CHAIRMEN

Convention Sites..... Ron Jersey ronaldjersey@aol.com

Fold'n 'n Stuffin' Cleve Spring clevespring@comcast.net

WHQ Liaison..... Milt Jensen mcjensen@runbox.com

Widows Coordinator..... Jackie Abel JacquelineAbel@aol.com

RUPA Web Site Arvid Von Nordenflycht rupaweb63@yahoo.com

AREA REPRESENTATIVES

Chicago.....	Bernie Sterner	Los Angeles, Valley.....	Don McDermott
Dana Point, California.....	Ted Simmons	McHenry,Illinois.....	Claude Nickell
Denver (Good Ole Boys).....	Ted Wilkinson	New York.....	Pete Sofman
Florida, N.E.....	Steve Moddle	Ohio (North Coasters).....	Richard McMakin
S.E. (Gold Coast).....	Stan Blaschke	PHX (Roadrunners).....	Frenchy Bourgeois
	Jimmy Carter	San Diego Co.....	Robt. L. Bowman
S.W.	T. J. Sobota	San Francisco Bay	Sam Cramb
Tampa	Matt Middlebrooks		Cam McEachern
Las Vegas (High Rollers)	Andy Anderson	Seattle	William R. Brett
	Gerry Johnson		Brent F. Revert
Los Angeles, South Bay.....	Rex May	Washington D.C.....	E.K. Williams Jr.

BOARD OF DIRECTORS

Floyd Alfson, Rich Bouska, Sam Cramb, Milt Jensen, Ron Jersey, Milt Jines, Howie Jundt
Ted Larusson, Bruce McLeod, Walt Ramseur, Bill Smith, Arvid Von Nordenflycht

RUPANEWS

Editor Ted Larusson

8229 Cashel Way, Sacramento, CA 95829-1527

Tel (916)-689-5358

Ted Larusson: tlarusson@comcast.net

How to renew your subscription to the *RUPANEWS*

The renewal date for your subscription is always printed on the address label on the back page of your most recent copy of the *RUPANEWS*.

Send a \$25 check to:

James E. Olson, PO Box 20634, Sarasota, FL 34276-3634

RUPANEWS (USPS 017-562) is published monthly for members for \$25 per year by the Retired United Pilots Association, 1104 Burke Lane, Foster City, CA 94404-3636. Periodicals POSTAGE PAID at San Mateo, CA and additional mailing offices:

POSTMASTER: Send address changes to RUPANEWS, 1104 Burke Lane., Foster City, CA 94404-3636

PRESIDENT'S MESSAGE

Every year we host a Folders and Stuffers' Dinner to show our appreciation for their dedicated service in getting out the *RUPANEWS*. This year it was held at the Sheraton Hotel in Burlingame, CA with about eighty members attending. I made a few comments that consisted of about fifty words and was asked if I could please cut it a little shorter for next year. I'll do my best.

I would like to give a "heads up" about our annual SFO RUPA Picnic which will again be held at the Palo Alto Elks Lodge Picnic Grounds on Thursday, August 24 from 1130 to 1500 hours. Larry and Pat Wright will again do their magic to make this a memorable event. If you missed it last year, a great time was had by all. There is a notice further on in this publication with all the information on where and how you can participate if you plan to attend. If you would like to join the happy revelers at this annual event, please send your information and checks to Larry as soon as possible as it makes it much easier to make plans with the caterer.

Last year's RUPA Convention in Washington, DC was a huge success because of Rich Bouska and the dedicated commitment of our Washington DC members. A few months ago, Rich and I attended the monthly Seattle Gooney Birds Luncheon to scout out some volunteers to help with our next convention there in 2007. We received some helpful suggestions about possible activities at the meeting, but no volunteers. To make this a successful event we need the participation of local members of the Seattle area. This is a plea to any RUPA members who live in that area to step forward and volunteer their services to make this convention happen.

Rich and I and the other Board members are standing by to help facilitate in any way we can. I know it seems like a long time until September or October 2007, but the groundwork must be laid in the near future. We are looking forward to hearing from you Gooney Birds!

Cheers, *Cleve*

DEN GOOD OL' BOYS RUPA LUNCHEON

The May meeting of Denver's Good Ol' Boys was held, as usual, on the third Tuesday of the month. The 16th of May proved to be a cloudless day with pleasant temperatures. That helped to provide a good turnout.

Sharing in the customary festivities were: Ed Riehl, Hugh Moore, Bill Hanson, Curly Baker, Phil Spicer, Al Dorsey, Pete Cecchinelli, Rick Madsen, Dick Garbrick, Mack Connelley, Bob Dietrich, Jim Adair, Barry Edward, Mike Williams, Ralph Wright, Bob Blessin, Maury Mahoney, Joe Kenney, Fritz Meyer, Jim Krasno, Tom Johnston, Russ Ward, Dick and Jerry Shipman, "A.J." Hartzler, John Schoonhoven, Warren Mugler, Bob Clipson, Bill Fife, Cliff Lawson, Jim Jenkins, Hal Meyer, David Horwitz, Stan Boehm, Chuck Fellows, Duane Searle, Bob Crowell, Bill Hoygaard, and Bob Sannwald.

Jim Krasno kindly provided an update on pension litigation presently in progress. The fill-in coordinator and scribe was unable to provide the usual "groaner" delivered with regularity and aplomb by the irreplaceable Ted Wilkinson. Those gathered breathed a collective sigh of relief.

A reminder that June and December will be our new "guest" months; bring your spouse or a friend to our June 20 meeting. We look forward to seeing you there.

Bob Sannwald

<p>United Airlines Retired Pilots Foundation, Inc.</p>

<p>Send all donations for the United Pilots Foundation to: Capt. T. S. "Ted" Bochniarz, Treasurer 11165 Regency Dr., Westchester, IL 60154-5638</p>

RETIRED UNITED PILOTS FOUNDATION REPORT

Steve, our Secretary, received the letter copied below from one of our recipients that I believed is necessary to share with everyone in the United Family.

As her closing comments say things are changing and I cannot thank our creator enough for the blessing he gave me for the opportunity to work for such a great company with so many wonderful people.

Thanks again to all of you for your support.

Cliff

President,
Retired United Pilots Foundation

“Dear Stephen,

First of all thank you and the foundation board of directors so much for your continuing financial support. It is deeply appreciated.

There is much pressing on my mind, so hope you do not mind being a sounding board. Last Sunday night I went to see the movie “United 93”, which has arrived in town. It was a blessing that I went to see it by myself as it was dark in the theatre and no one could see the tears streaming down my face.

There seems to be some discussion on about a memorial to those lost on Flight 93 and I can not help but verse my opinion. I have never been impressed by Lavish hunks of stone, marble or even metal, but would be in favor of a simple, elegant “Wall of Honor” enhanced by beautiful landscaping. No one would deny their courageous actions went far beyond the call of duty. They foiled an attempt to obliterate many more lives and destroy our Capital building.

I hesitate to make the suggestion, but perhaps some people might like the addition or alternative for honoring them by making a donation to the UAL Pilots Retirement Foundation.

For an 80 year old, I am in very good health and feel quite blessed.

Most Sincerely,
Elizabeth

P.S My mother once said to me, “she was glad she was born to the generation she was born in, as the current generation (meaning mine!) was rapidly becoming a ‘Rat Race’.” I cannot help but wonder what name she would call it today!!

Address changes, Snowbirds & Others:

The Post Office will forward the *RUPANEWS* for only 60 days. We can keep two addresses in the database for each member. If you want your address changed, just let us know by one of the following methods:

Write: James E. Olson, PO Box 20634, Sarasota, FL 34276-3634

Or: Phone 800-787-2429

Or: E-mail jimboyfl@verizon.net

Check the RUPA Directory and make sure we have the correct information listed for you.

DANA POINT RUPA LUNCHEON

Another fine day on the deck at the *Wind and Sea*. Quite few of the regulars... no showed. I almost missed, also... I forgot to send out a reminder E-Mail of the Lunch. Must be a great time to be on the road... somewhere.

Wife and I did find a few F/C seats on UAL to DEN/ORD & ATL. Takes a bit of flight planning to find the right 'time/trip' but we got to our destinations quite well despite of the loads UAL is getting.

Did get an update on Tony Testa. Fran says "Tony is taking 2 steps forward and 1 step back" in his pursuit back to health. All the best wishes, Tony.

Most of the talk at the Lunch was on everything but Pensions...a wait...or who cares attitude was prevalent. Present and accounted for were; Park Ames, Carlos Bernhard, Bob Furhrman, John Grant, Pete Hansen, Jack Healey, Rick Hoefler, Ed Judd, Bob McGowan, Bill Meyer, Bill Rollins, Ted Simmons, Joe Udovch, Ed Krieger. A special welcome to Ed, who is one of our senior members (retired in '79)

The Chino Historic "Planes of Fame Airshow" was one of the subjects in our corner of the table. Carlos invited us to view the air show from his hanger at Chino. Park Ames, Jerry Meyer and myself took up his offer. Sitting on a swivel chair or on a large couch we had a ring side view of the many Fly Bys and air performances. Many of the performance planes were parked right in front of us on the ramp, just 100 ft away! As a result we got the full feel of those Big War Birds while they started up...noise, smell and prop wash too!!

Carlos then led us on a full tour of all the static displays. Wonderful day, thanks Carlos.

Next Lunch June 20th 1200

Regards to All, *Ted*

N. E. FLORIDA RUPA LUNCHEON

The N. E. RUPA bunch gathered for lunch and talk on Thursday April 21st. No program was set but there was much talk and discussion about pensions, pass travel, flying stories, and conditions on the line by Bob Spadea, an active line pilot who attends our meetings. Steve Moddle touched on the UA Retired Pilots Foundation of which he is a director. There are still many retired pilots and widows in dire financial condition. The UAPF is assisting as well as they can, but funds are not what they were a few years ago.

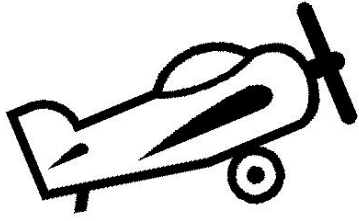
Attending were Nelson Funkhouser, Bud Thompson, Dave Bishop, Bob & Julie Spadea, Larry & Janet Horton, Bob Tinsley, Bill Rankin, Murray Warren, Barry & Dianne Bickle, Anne & Lowell Johnston, Bud & Karen Gammill, Ed Stegman, Mike & Dianne Kelly, Dick & Wilma Russell, Phil & Maryln Harman, Nelda Ewald, Bruce Wilkinson, Curt & Susan Simpson, And Steve Moddle.

Next and final meeting until October will be third Thursday of June. (June 15)

SAN DIEGO RUPA LUNCHEON

The same five guys were in attendance. THE normal PILOT TALK. NO conversation about the retirement as none of our group is affected. We meet 2nd Tuesday each month at San Marcus Country Club; good food and comradery(?). See you next month.

Bob Bouman



SFO RUPA
ANNUAL PICNIC

Thursday, August 24, 2006
1130 -- 1500 hours

Palo Alto Elks Lodge (Picnic Area)
4249 El Camino Real
Palo Alto

Cost: \$25.00 per person

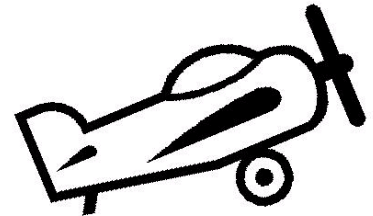
Reservations: By August 14th

Payable to: Larry Wright (RUPA Picnic)

605 Joandra Court

Los Altos, CA 94024

650-948-5587



Bring a small plate of hors d'oeuvres, or a dessert (optional)
and your own flatware if you dislike plastic.

ABOUT THE COVER:

It's a small world. When the EAA's Aluminum Overcast flew into California's Napa County Airport May 11th, 2006, it was piloted by retired Navy test pilot Linc Dexter. He was surprised to see a North American T-28B in orange and white training colors being displayed on the ramp. He was even more surprised to see that it was the aircraft he had hand picked from a line of T-28's in Pensacola in 1987. (That's when the Navy began selling the Trojan to the public.)

Linc was looking at the Do'er Bird, BuNo. 138292. Many RUPA pilots flew the T-28 in Naval Air training. Check your logbooks; chances are good that you flew the Do'er in Pensacola. While you're checking, look for 138306. It was also on the ramp at Napa, and both airplanes are hangared at the Napa Airport. The Do'er is owned by Tom McGee and 306 is owned by Gary Koverman, both retired UAL and RUPA members.

Linc restored the Do'er Bird in Arcadia, Florida, and gave it the distinctive paint job that still shines today. The bird on the nose is the mascot/symbol of VT-2, and represents the motto "do or die". The 888 on the nose represents the maintenance aircraft used to fly mechanics and parts to outlying fields.

Linc sold 138292 to Dr. Austin Gibbons in 1990. He kept the Do'er in a heated hangar for twelve years before selling the aircraft to Tom McGee and Gary Koverman in 2002.

It now resides in hangar 45 in Napa, California. Gary keeps the shiny yellow 138306 in hangar 54.

Confused? Gary Koverman is an airplaneoholic. In 2002, while the proud owner of a T-6, Gary told Tom to find a good T-28 and he'd go halves. Tom found the Do'er, and the deal was done. In 2004 Tom bought out Gary's half, and they both flew to Oshkosh, Tom in the T-28 and Gary in the T-6. Gary promptly traded his T-6 for a T-28 at Oshkosh and flew home in the T-28!

So, if you see Tom and Gary in parade formation over the Napa Valley, you know the particular details of the civilian life of the Do'er Bird.

Leon Scarborough

THE HALF-WIT

I own a small ranch in Oregon. The Oregon Hourly Wage Department claimed I was not paying proper wages to my help and sent an agent out to interview me.

"I need a list of your employees and how much you pay them," demanded the agent.

"Well" I replied, "There's my ranch hand who's been with me for 3 years. I pay him \$600 a week plus free room and board. The cook has been here for 18 months, and I pay her \$500 per week plus free room and board. Then there's the half-wit who works here about 18 hours every day and does about 90% of all the work around here. He makes \$10 per week, and I buy him a bottle of vodka every Saturday night."

"That's the guy I want to talk to - the half-wit," says the agent.

"That would be me," I replied.

United Airlines Historical Foundation

Send donated artifacts to: United Airlines Flight Center Mail Room, Attn: Tom Angelos
7401 Martin Luther King Blvd., Denver CO 80207 Phone 303-780-5537

LOS ANGELES VALLEY LUNCHEON

The early arrivals enjoyed the social hour and ultimately the following 20 of us had lunch at *Mimi's* in Northridge. They were Doug Rankin, Marcene Rankin, Lee Cameron, Rex May, Mike Herriott, Herb Goodrich & his Son in Law, Spencer Van Leeuwen, Bob Mosher, Ray Engle, Marv Jeffers, Don McDermott, Gene Biscailuz, Jack Hanson, Shirley Hanson, Walt Tyler, Ken Williams, Norm Marchment, John Joyce, Jack Moore and Richard Unander.

Don McDermott opened the discussion period; the first to talk was Rex May who said that the South Bay Luncheon at the *Hacienda Hotel* was not attracting enough attendees for the guaranteed minimum for a private room. He said the meetings could possibly continue by meeting at the bar to visit and then eating in the main dining room as individual customers. Rex later said he was going to try to keep the Christmas Lunch at the *Hacienda Hotel* the same as it has been in past years. Gene Biscailuz then said that the Retirement Dinner scheduled for early 2006 was cancelled for lack of interest. Don brought up the possibility of a luncheon in Thousand Oaks, but the consensus was to table it for the time being.

Don went on to say that his son said that a lot of the Furloughed Pilots that were offered recall, were not returning to United but staying with jobs they currently have. Doug Rankin said that on a recent trip to Kauai, the Capt on the trip to Lihue had been with United 14 years and the Capt on the return flight had 16 years. The comment was made that the United 747 & 777 Pilots make less than Southwest pilots.

Lee Cameron said Southwest has 500 planes with 30 more on order. Lee had recently flown on Southwest Airlines to Cleveland to attend the Bendix & Thompson Air Race Pilots reunion. Lee, in 1949 placed fifth in the Bendix Race. In 1949 after spending the night at *Pancho Barnes Happy Bottom Riding Club* Lee took off from Rosamond Dry lake in the Mojave Desert for Cleveland flying a Martin B-26. Lee's next birthday he will be 95 years young and for a closing of our luncheon he was presented a piece of cake with a candle and we all sang Happy Birthday to him.

Our next Luncheon at *Mimi's* will be July 20th. Hope to see you there. *Doug Rankin*

NORTH BAY RUPA LUNCHEON

The May North Bay RUPA group was held on the first Wednesday, as usual, at the Petaluma Sheraton's Tolay restaurant. The latest from URPBPA was discussed, as well as the latest industry news, including a short NTSB report of a TCAS incident in China involving uaua. First-timers were introduced, and announcements made. Captain George Hise brought the group up to date on the political situation, as it pertains to we retirees. Then the serious business of lunch and conversation, began! In attendance: J.R. Hastings, Don Madson, Bob and Barb O'Neill, Bill Greene, Dick Lammerding, Larry and Dee Whyman, Jerry Nemier, Dick Hannah, Bill Royall, Rick Saber (Norton 1), Bob Grammer, Lee Anderson, Sam and Mickie Orchard, Ron and Audrey Perry, Bill and Pat Smith, John Baczynski, Norm DeBack, Galen Wagner, Dan Bargar, Bill McGuire, George Hise, Doris and *Bob Donegan*.

NORTH COAST FLYERS

The monthly North Coast Luncheon was held on May 18th at *T J's* in Wooster. The usual suspects told jokes and war stories over the next two hours while enjoying a meal. In attendance: Rip Curtiss, Harv & Pat Morris, Jack Heisek, Ken Wheeler, Dave Suits, Joe Getz, Don & Bev Karaiskos, Jim Burrill, Dorothy & Bill Christie, Dick & Joanne Orr, and Rick Ogden. A reminder that there will be no regular meeting in June as the McMakins are hosting the *MID-SUMMER'S DO* on June 10th. Respectfully, *Rick Ogden*

CRUISE HOTEL

From: Karen Schultz

To: Ronaldjersey@aol.com

Subject: Greetings from the Radisson JFK Airport Hotel

Dear Mr. Jersey:

My apologies for the delay in forwarding this information to you. It was a pleasure meeting with you last month and we are looking forward to the opportunity of working with the Retired United Pilots Association on room accommodations in the new property which will be the "Hilton Doubletree" opening in July 2006. As discussed the date for your venue is October 13-14th for 10 rooms at \$129.00 with 2 Junior Suite upgrades as well.

I have tentatively blocked 10 rooms for your group and will forward the room agreement to you by tomorrow.

I am looking forward to speaking with you and RUPA in the very near future.

Kind regards,

Karen Schultz

Senior Sales Manager

Radisson JFK Hotel

135-30 140th Street

Jamaica, NY 11436

(718) 322-2300 Ext. 7041

(718) 322-5569 Fax

www.frenchquarterhospitality.com

DENVER SIM INSTRUCTORS WANTED

Dear Sirs,

My name is Greg Darrow and I am the manager of instructors for Flight Training International in Denver. We are the organization that UAL contract services uses when they sell wet training. The reason I am writing is to see if any of your members would be interested in some upcoming simulator instructor work that we have in June and throughout the rest of 06. We try to use retired and furloughed pilots as instructors for two reasons. First they are available to teach a whole class versus a partial class and second they seem to value the work more than some of the current line pilot instructors that we have used. We currently have 4 retired UAL pilot instructors working and would like to see if you would pass this on to your members to see if they might want to work. We are currently in need for experienced A-320 instructors and B-747 Classic instructors. Type ratings are required, we will PC everyone, previous instructor/simulator experience is desired but will train candidates with UAL PIC experience in these airplanes. The main thing is the candidates must live in the Denver area as these contracts were built without hotel and per diem. Any one who is interested in these positions should send a resume to Gdarrow@IASFlight.com or call Greg Darrow at 303-502-4458. Thank you for your help in advance. I hope we can find a few of your members who would like to get back in the sims.

Sincerely,

Greg Darrow

Flight Training International

WWW.FTI737.com

2006 RUPA CARIBBEAN CRUISE
Date of Cruise: October 14, 2006
11 day Roundtrip out of New York
To the Southern Caribbean
On the Brand New
Holland America MS NOORDAM

Check out deck plans and staterooms on the Internet
www.hollandamerica.com, Click on Fleet, ms Noordam,
To check out the Itinerary, go to Destinations, Caribbean,
And enter the date and ship, hit view and again on the
following page.

Depart New York with stops at: Tortola, B. V. I., St. Thomas, U.S.V.I.,
Dominica, Barbados, St. Maarten, San Juan, Puerto Rico and
Return to New York.

All prices include the \$200 port charges and fees imposed by the cruise line.
Taxes, which are \$87.85 pp, are not included and are additional.

Category K Inside Cabin	Main Deck Fwd & Aft	\$1099
Category C	Main Deck Midship	\$1469
Category VD	Upper Promenade Deck Fwd and Aft	\$1499
Category VC	Verandah Deck Fwd & Aft	\$1569
Category VA	Rotterdam/Navigation Deck Fwd & Aft	\$1707
Suite SA	Navigation Deck	\$3649

All cabins are subject to availability
A deposit of \$600 person is due at the time of booking
and is fully refundable until 76 days prior to the cruise.

**If you want verandah cabins, it is important to book early,
as they are the first to sell out.**

The above prices include at least one cocktail party
and two bottles of wine per stateroom.

Send all correspondence to:

Jerry's Travel Service
36 Mark Bradford Drive
Holden, MA 01520
1-800-309-2023 pin#33
1-508-829-3068
Gpsp@aol.com

For a limited time there may be reduced rates for this cruise.
Call NOW.

2006 RUPA CARIBBEAN CRUISE BOOKING SHEET

October 14, 2006 Caribbean Cruise 11 Day Southern Caribbean
MS NOORDAM, HOLLAND AMERICA CRUISE LINES

NAMES _____

ADDRESS _____

Telephone(s) _____

Mariner Numbers _____

Dining Preference: Early _____ Late _____

Inside Cabin Category _____ Cabin Number _____

Outside Cabin Category _____ Cabin Number _____

Price includes \$200.00 in port charges and fees. Taxes of \$87.85 pp are extra

Total Price per Person _____ Total Price per Cabin _____

Deposit \$600.00 per person _____ Due at time of reservation

Balance _____ due on or before 15 July 2006

Make check out to Jerry's Travel Service

Credit card MC VI AMEX DIS (circle one)

Card # _____ Exp. Date _____

Name on Card _____

Cancellation Penalties:

75-46 Days before sailing \$600 per person

45-16 Days prior to sailing %0% of gross fare

15 days or less 100% penalty

BOOKING NUMBER _____ BOOKING DATE _____

CONFIRMATION SENT _____

Other Information:

Cabin selection is based on availability at time of booking.

Prices subject to change until booked.

If there are any singles looking for a companion to share a cabin, call Jerry

SEATTLE GOONEY BIRDS APRIL MEETING

Seattle's chapter of RUPA, The GooneyBirds, met at the *Marriott* on April 20, 2006. It was a well attended event as the following can attest:

Dick Anderson, Bill Brett, Gary Sakuma, Jim Marshall (first timer,) Dave Mosby, Mark Gilkey, Al Teel, Russ Stephens, Dick Wiesner, Bill Lambertson, Alex Dunn, Herb Marks, Jack Brown, Hank Kerr, Bob Howard, Chuck Podhosky, Brent Revert, Roger Neil, Fred Hope, Rex Joseph, Bob Berkey, Don Anderson, Dave Gardner (also first timer - ?), Jim Chilton, George Nickolai, Ray Dapp, Ray Hanson, Neil Johnson, Ray Hull, Vince Evans.

The first order of business was to remind everyone of the Gala Co-ed Luncheon May 16th, and YES, that will be a TUESDAY!!!!

Bob Howard then offered a power-point presentation of the United Airlines Retirees Golf Tournament which will be held Wednesday, June 21, 2006 at the Allenmore Golf Course in Tacoma. Call Bob at 425-228-5290 for all the details and to sign up. This is a limited entry event so get your Tee Time locked in as soon as possible. You can sign up as a foursome or as an individual, so act fast!!!

Gary Sakuma reported on the lack of information and concern presented by the speakers at the PBGC meeting in SFO. Spokesmen appeared uninformed on the particulars of the UAL situation and unconcerned about the 23 Billion dollar shortfall in the PBGC.

Alan Black gave his final report on the 1114 committee. We thank him for the effort he made to help us all.

I reported on a computer glitch that sometimes happens when obtaining a ZED fare on other airlines. If you don't pick up the ticket the day it was ordered sometimes the computer will change the fare to the most expensive rate available and the agent can do nothing to change it - you have to reorder under a different locator number if you have allowed sufficient time to do so.

Luckily Bill Brett was there to close the meeting with some good jokes.

See you next month at the Gala, and the following months on the regular Third Thursday at the *Marriott*.

Brent

WHY WE SPLIT UP

...She told me we couldn't afford beer anymore and I'd have to quit.

...Then I caught her spending \$65.00 on make-up.

...And I asked how come I had to give up stuff and not her.

...She said she needed the make-up to look pretty for me.

...I told her that was what the beer was for.

... I don't think she's coming back...

LETTERS

WANDA ALEXANDER—Gallatin, TN

I am sorry this is so late. Being sick since December is no excuse.

Wanda Alexander

HERB BAKER—Kenedy, TX

Another year---time goes by at an ever increasing rate. It is now 9 years, and does not seem possible. I continue to enjoy South Texas---in spite of severe drought conditions. We are struggling to feed the cows. Hay has gone up faster than gasoline. Hopefully we can hold on until conditions improve.

I truly enjoyed my 30 years with United and felt that we had a secure retirement. We had given up enough over the years to insure it. Alas, it would seem that a contract between employee and employer ought to be legally binding---I had much to learn. However, I am grateful for the crumbs left on the financial table.

Herb

HARLIN E. BELL—Moneta, VA

Hi Jim:

Old age is very unhandy, the alternative is unthinkable. 90 days late with the dues.

Tooooo far in the boon docks for any contact with any of the group. Health holds, can't ask for more,

Harlin

HUGH BERRY—Lincoln, CA

It seems a long time since I have written in the *NEWS*. I miss all you old "stuffers" since we moved from the Bay Area. I appreciate all the time you spend putting the *NEWS* together and getting it in the mail.

Life is good here in Sun City Lincoln Hills near Sacramento. It was the right move for us from Saratoga. It will be 6 years come Labor Day.

We have had many enjoyable trips in our motor home since '92. In 2004 was a lengthy trip to OR and WA. In 2005, we left in August for the Canadian Provinces of Ontario, Quebec, New Brunswick, Nova Scotia, and Prince Edward Island, and many points en route. Beautiful time to go except for the tail ends of the hurricanes and the spike in fuel costs.

On our return we were just in time for the RUPA Convention. Great job by all the leaders and volunteers. Looking forward to 2007 in Seattle.

Our health is good. However, had an incident in March. Missed a step coming out of the motor home as we were getting ready for a trip. Severed Achilles tendon. After surgery, have been in a cast and boot with no weight bearing. Suppose to start therapy in May. So, I have been grounded, but think I am progressing better than some. Got to get "On the road again. Just can't wait to get on the road again".

Sincerely,

Hugh

RICK BLAKE—Mill Valley, CA

Dear James,

Another year, another check. Nothing very exciting here; lots of overseas travel. Sad to report that our government is not very popular in just about every country I've been to this last year (South America and Europe). Bush and company seem to have even less creditability outside our country than they do here.

Now that our retirement is being paid by the PBGC one has to wonder about the viability of the PBGC. It's my understanding that it is a Quasi Govt. agency; mandated by the Govt., but with no Govt. obligation to fund it. If it becomes necessary, would this administration provide funding for an agency that only provides benefits for workers?

On that happy thought, here's my twenty five bucks.

My thanks-to everyone for their work at RUPA.

Regards,

Rich

TOM BOYLE—Algonquin, IL

My 20th year just went by—some major upsets!

Roger gave away most of our medical program and the rest of our life insurance, both were items we gave up money, in effect paying for, in our contract negotiations.

George Bush is giving our Mexican border away. Guess I was wrong all these years—I always thought we were a nation of Americans—not a nation of immigrants.

Where do we get such men?

Regards to all, *Tom*

BRU BRUBAKER—Bonita Springs, FL

Dear Jim,

Sorry I'm late with my dues; just hit my 85th birthday March 10th.

Carol and I are hanging in there. Just had our 4th Great Grandchild a few days ago.

Had a knee replacement also and back on the golf course, but I'm a little slow in getting my old swing back. It's great to walk and dance again without pain.

We have a few trips planed this year. One of our grandsons is getting married in September. Hope to get there to Carmel, California on a trip pass.

Thanks to you and the regular crew for the fine job you do.

Sincerely, *Lew*

BOB CAMPBELL—Hailey, ID

Hello, Thanks James Olson for doing this onerous job and thanks to all the RUPA staff for the wonderful info, and sometimes funny articles.

The extra \$10 is for the SEA/PDX travel desk fund. Will be 75 this month (MAY) and have enjoyed not going to work.

Pat and I spent most of the winter last on Kauai, where it rained for 45 days in a row.-row-row-er boat, the post office parking lot was flooded, but the house didn't leak. Thanks again, *Bob*

RCampbell767@aol.com

GARRY COULTER—Danbury, CT

Ted,

Sorry that I am a month late but as a working stiff I sometimes miss the little things. June 1, 2006 will be four years into retirement from UAL. Or should I say a career change as I have been with the FAA as an Aviation Safety Inspector since July of 2002. It is an Air carrier office and I am working with some of my old buddies from Eastern Airlines both on the ops side and the maintenance side. It was hard getting used to the 40 hours a week but I am commuting with 1 of my real buddies so I don't have to drive everyday. I do think that the FAA in some respects is changing for the better. They have hired a lot of air carrier people who have "been there and done that" in all seats, which makes their perspective a bit different than the old "hired off the street" or "right out of the military" individuals who never had any Part 121 flying experience.

On another note, after eleven years of UAL physicals and a PSA of 2.5 - 3.9, my PSA went over 5.0 in October of 2005. My GP suggested a biopsy and sure enough came back positive. The diagnosis was good in that it was considered Stage T1C confined to the prostate. I did my due-diligence trying to decide what was the best therapy. As you all know with all the internet info, it can get very confusing. Also if you talk to a urologist they want to operate, if you talk to a radiologist they want to do seed implants and radiation, etc. I decided after much independant study to go with Laparoscopic Prostatectomy. I found a Doctor at Columbia Presbyterian in NYC, that has done more of these operations than anybody in this part of the country. The procedure is now done with the help of a DaVinci machine, kinda like an autopilot vice hand flying. The laparoscopic procedure has many benefits, less blood loss, overnight stay in the hospital, catheter removed in 4-5 days and minimal impotence and incontinence. My operation was on Feb 17, 2006, I left the hospital the next day and coming up on 3 months with a PSA of 0.01. Any questions on the Laparoscopic procedure or the FAA, please call or e-mail.

Thanks to all who make this publication work.

Garry 203-744-4954(H); 203-727-9998(C);
gairec@hotmail.com

PS. The checks in the mail.

NORBERT CUDNOWSKI—Bonita Springs, FL.
and the U.P. of MI.

Hi to everyone, both young and old,

Year number sixteen has passed since retirement. Carole and I are in relatively good health, thank God. Still able to get out on the tennis court several days a week while we are in Florida, and make it up and down the hills in Michigan. Must admit I have slowed down a bit and need my afternoon nap, but I am not complaining.

We had an interesting and enjoyable trip last October. We departed Phoenix, then stopped at Montezuma Castle. Saw the Cliff Dwellings and Sedona. The following day we visited Oak Creek Canyon, and Flagstaff. Then two days at Grand Canyon. Then on to Lake Powell for a cruise. The following day we visited Monument Valley. Spent a day at Bryce Canyon and a day Zion National Park. Wound up in Las Vegas. The guide was excellent. He knew his history, geology, anthropology etc. It was a "Caravan" trip, reasonably priced which included lodging and most meals. It was nice seeing it from ground level after flying over this part of the country for many years as most of us have.

On a more serious note. I do feel sorry for the recently retired younger pilots who have taken a big hit in their pension. It does not seem fair that some retire with an annual six digit pension and others receive a small percentage of that amount. Speaking of which, to write and boast of this is in poor taste. It's like rubbing salt in the wounds of the less fortunate. I have had a comfortable retirement. Nowhere near six digits, and am not complaining.

I feel, on the whole, UAL and ALPA have been good to me. In 1970, our nine year old son was struck and killed by a sixteen year old driver. John Martin (flown west) was my flight manager. John told me to stay home, with pay, and come back when I felt ready to begin flying. I did not abuse the offer and was back to work in a short period of time. Point being, there was compassion and concern. Not just looking at the bottom line.

ALPA on the other hand negotiated our working conditions, salary and retirement. Don't get me wrong. Things were not always rosy. I remember

walking the picket line in 1985 when Richard Ferris had an agenda of his own. He threatened to bring in replacement pilots if we did not agree with his game plan. Fortunately, he did not prevail.

I sincerely hope that in the near future a fair and equitable agreement can be worked out for everybody. After deregulation, it was a different ballgame.

There were mistakes made on both sides of the bargaining table. I sincerely feel sorry for the employees. It seems management always comes back to them for concessions. Work more hours for less, see your company stock go down the toilet, see your medical coverage cost more to get less, and then to have your pension basically taken away. To say the least is not fair. Enough said for now.

Good luck and good health to all.

Norb Cudnowski

JIM DAY—Woodland Hills, CA

Hi Everyone. I may actually make my birthday letter on time for printing this time. How time does fly when you are over 80. Will be 87 June first and if I had known that I was going to live this long, I sure would have spent my assets more carefully. The only possible good thing about my age, is that my huge pension is not effected by United's troubles. So sometimes you just get a break.

Nan and I are both in reasonably good health, and counting our blessings. We still travel when a good deal comes up--we are signed up for the RUPA cruise in October and hope to still be alive at that time. I don't know why it is, but I seem to be getting a lot of letters from my pension supplier, asking how I feel.

I can't imagine a worse development for United's survival, than the huge rise in petroleum costs--needless to say I hope that some way the airline does survive.

All the best to my friends and associates --Really appreciate the efforts of all those producing this publication.

Jim

UC BERKELEY DEMOGRAPHER FINDS UNDETECTED TUBERCULOSIS MAY HAVE BEEN REAL KILLER IN 1918 FLU EPIDEMIC

25 Oct 2000

By Pat McBroom, Media Relations

Berkeley - There has never been a flu epidemic like it. In one year - 1918 - half a million Americans died from a contagion often identified as the deadliest epidemic of the 20th century, a flu so severe that the fear of it happening again causes public health authorities to go on global alert.

Now a researcher in demography at the University of California, Berkeley, has evidence that undetected tuberculosis, or TB, actually may have caused much of the mortality in 1918.

If so, such a deadly flu may not occur again, at least not in the United States which has low rates of TB infection, reports Andrew Noymer, UC Berkeley doctoral student in demography, a department in the College of Letters and Science. He published his findings in the current (September) issue of *Population and Development Review*, the main journal of the Population Council.

Noymer's evidence comes from patterns of mortality in the U.S. population in the years after the epidemic year. Death rates from tuberculosis fell dramatically in 1919 and 1920 and, for decades thereafter, changed an historic gender pattern in mortality.

Apparently, those who died from the flu already had diseased lungs. When they got the flu, it turned into pneumonia, which in those people with TB became especially severe. It was the pneumonia complicated by TB that killed them, said Noymer. Their early demise depressed the death rate from TB in the following years.

He added that tuberculosis creates cavities in the lungs that are notorious breeding grounds for staphylococcus, a bacteria which causes a pneumonia that was actually the killer in 1918.

Noymer's findings explain a peculiarity of the 1918 pandemic that killed at least 20 million people worldwide.

Normally, the influenza virus is not lethal to young and middle-aged people. Most of its victims are elderly. But in 1918, the typical victim was a man between the ages of 20 and 40, a group that normally has a very low death rate, said Noymer.

In the early 20th century, however, tuberculosis was a major killer of men in that age group, apparently because of transmission in factories where men worked in densely-packed, poorly-ventilated conditions, Noymer said. Men were about 30 percent more likely to die from TB than women were- a pattern closely paralleled during the flu epidemic.

In 1918, men were 35 percent more likely than women to die from flu. Of the 500,000 Americans who died that year, 280,000-300,000 were men.

"This can't be a coincidence," said Noymer. "I think TB is the missing piece of the puzzle. It explains why younger people, especially men, died in such great numbers. Scientists since 1918 have been searching for clues for why the 1918 epidemic was so deadly, especially in middle age. But people did not look at what happened to tuberculosis death rates, not only in the epidemic year, but in the years afterwards."

His findings explain another mystery. Scientists who have attempted to study the gene sequence of the 1918 influenza virus have seen nothing out of the ordinary, nothing to explain the flu's virulence.

"Never before or since have we seen a flu epidemic that was so virulent," said Noymer. "The spread was extremely rapid, as was the development of the infection. Almost everyone who died was gone in two weeks."

"I do believe my finding explains most of the deadliness of the 1918 epidemic. It doesn't prove that, if another strain were to appear, that the U.S. population would be safe, but it strongly suggests that we would fare much better."

Noymer's analysis shows that the 500,000 people who died in 1918 were almost exactly the number who would have been in various stages of disease from TB. Using pre-1918 death rates, Noymer calculated that 500,000 more TB deaths would have occurred between 1918 and 1932 had there never been a flu epidemic.

As a result of the excess death among men in 1918, a healthier male population was left, said Noymer. For years afterward, the life expectancy of men, which usually lagged behind women by six years, moved up to more closely resemble the female pattern. It was this startling change that sparked Noymer's research, when he saw something no demographer had ever noticed before - a precipitous drop in 1919 in the gender differential from six to two years.

"When I saw that," said Noymer, "I said to myself, 'That's the flu!' And, surprise, surprise, it leaves the same mortality patterns on age and sex that TB does."

Co-author on the article is Michel Garenne, senior researcher at the French center for population and development studies, CEPED, Centre français sur la population et le développement.

The paper is online at: <http://demog.berkeley.edu/~andrew/1918/>

This can be found at: http://www.berkeley.edu/news/media/releases/2000/10/25_flu.html

Found by George Howell

RECOMMENDATION FROM A MEDICAL DOCTOR

I received this email this morning from my brother Paul. He is a medical doctor in Milwaukee who specializes in Internal Medicine and Geriatric Medicine. This message is important enough that I am forwarding it to you.

Carl Hankwitz

Carl ...

I strongly recommend that you contact your physician and obtain a Tamiflu Dose Pack (10 tablets of 75 mg Tamiflu - one tablet twice daily for 5 days) for each of you to keep on your shelf in the event of an Avian Flu outbreak (shelf-life 3+ years). Each dose pack will cost \$70-\$120, but may be a very worthwhile investment if an outbreak occurs. A powder/liquid form is available for children. I've heard rumors that it may hit the US as early as October of this year.

Start taking Tamiflu as prescribed as soon as Avian Flu symptoms appear.

Paul

GLENN F. DE FORGE—Plattsburg, NY

Hi Ted,

After just four full months into this next phase of Sue's and my lives, while getting ready to downsize again to make life more manageable, I thought a little retirement ditty might be in order. Seems that it may be more appropriate for the before retirement sect, but that's for the reader's judgment.

Sure do appreciate your work on the *RUPANEWS*. We'll look for a RUPA chapter close to The Villages when we relocate to Florida in the fall.

Regards from New York's North Country.

Glenn

BUDDY DECOSTERD—Kaneohe, HI

Hi Ted,

Tomorrow is April 26th, which has a ring to it since it's my 72nd birthday.

Twelve years ago, Alice and I moved into our three bedroom condo overlooking Kaneohe Bay to the North and the Koolau mountain range to the West. The complex has all the amenities: two swimming pools, spas, sauna, tennis courts and is easy walking distance to shopping and restaurants.

It's hard not to sound like a real estate ad, but we have enjoyed our Hawaii life, surrounded by old UAL friends as well as new neighbor friends.

The highlight of this year was a family vacation to Ixtapa, Mexico. We took our four children, their spouses and our grandchildren; 17 of us in all. We used Costco Travel to arrange everything. It was a fabulous all inclusive package including airfare, hotel accommodations at the lovely Melia Azul, all meals and drinks, and entertainment every evening.

Aloha till next year,

Buddy

RONALD DENK—Summit, NJ

Hi Ted:

In my eleventh year of retirement and still enjoying life. Betty and I have had a few minor ailments but, thank God, nothing too serious. Takes longer to do the chores but they manage to get done. Still active

in two camera clubs but have not gone digital yet except for making digital prints from color slides. A daily walk of 3 1/2 miles helps keep the weight off from all that ice cream and all those cookies I'm addicted to.

Glad to see UAL out of bankruptcy although it sure was a painful three years for all concerned. Thanks to Doug Wilsman who has been far and away the most accurate and reliable source of information during this period. I would like to see a well researched book covering the airline industry during this era of turmoil since deregulation, by an author who does not have an ax to grind. It sure would make interesting reading.

Thanks to all who keep RUPA flying high and on a straight course. *Ron*

PETER DULKEN—Evergreen, CO

Hi Everyone; Many, many thanks to Doug Wilsman, URPBPA, et al for all the work they've done to keep us informed re: bankruptcy and pension issues. And you, Ted, and all the folders and stuffers for getting this information out via the *RUPANEWS*. A tremendous applause for all of you. Last summer had my third knee replacement in two years. First two were partials, last one was a total. Am still teaching skiing. (Thirty plus years now.) Also had both eyes cataracted. I'm a mono vision kinda' guy now. Sailing in the Caribbean the month of Feb. Gotta do all this stuff while I still can. This e-mail stuff is all very new to me. We'll see if it makes it to the *RUPANEWS*. Regards to all.....*Peter*

BILL EADS—Palm Desert, CA

Hello Ted:

Seven years since I reached the big 60! I used to think that anyone that old was really ancient - now I'm convinced that 70 is not at all bad and perhaps 80 is not yet really that old. Donna and I played tennis the other day with two of my pals and I added up their two ages across the net and it was 163 - almost 50 more than the combined ages of me and my bride. Guess who won - obviously experience counts!

Things are great here in the desert - the snow birds are flying away and the living is getting to be much

more relaxing. I don't mind the heat, there's no humidity or annoying bugs in your face - just the blast furnace effect of the desert breezes. We have one major event scheduled this summer, a cruise in the Mediterranean that will cross off one more of those things on my list to do at least once before flying west that last time.

We don't take the risks anymore of traveling SA on United - although I read lots of letters in the RUPA News that make it sound like space available travel is OK. We will be flying on Delta to and from Europe - their fares were about half of what UAL quoted and we have confirmed seats!

Carpe Diem, Bill

JOE FABBO—Rancho Mirage, CA

Hi Ted, and all you Ruparians.

June 19, 1950, I was hired by Capital Airlines, Capt. Doc Reed was Chief Pilot and he hired me and fourteen ex-military pilots that day.

As of today, there are only four of us: Bob Soregal SFO, Slim Glynn DEN, and Nick Kusaks SEA.

My airline career was as co-pilot, five years, Capt. On the following planes: DC-3, DC-4, Viscount, DC-6, DC-7, 727, DC-8, and retiring on the DC-10 in LAX Dec. 7, 1982.

I have been retired twenty three years and it's nice to read the letters of the old-timers, especially the Capital group.

My health is good and my golf game isn't bad for an 83 year old. Almost shot my age on May 19, '06; an 85 on the Dinah Shore Tournament Course in Mission Hills C.C.

I had some wonderful games playing in the RUPA tournaments and the ALPA games. One of the best was playing in the World Airline Golf Alliance (WAGA) in Sun City, South Africa, Gary Player's Course.

May 19th will be my 56th anniversary; what a wonderful life, being an airline pilot, and flying in the U.S. Navy.

I want to thank you folders and stuffers for the great job of getting the Newsletter out each month.

Have a great summer.

Best Regards, *Joe*

PETER E. GALLANT—Fort Lauderdale, FL

Regards to the troops.

This is my 16th annual letter which equates to age 76 certified, no bible.

At my 747-400 ground school in 1988, rumors around the class were that the government was going to increase the pilots retirement age to 65. One of my peers said, "Hell, we'll never get rid of Gallant." Can you imagine being sen. #1 for seven years? I feel they will increase the mandatory retirement age to age 63 or 65 within the next couple of years. Current pilots will be able to augment their retirement income. My son Steve, a senior pilot with U.S. Airways, would be one of the beneficiaries.

Everyone in the Gallant family, wife Ellen, three children and seven grandchildren continue to enjoy good health.

Check to Jim Olsen.

Until next year.

Au revoir, *Pierre*

ALLEN J. HAYES—Genoa, NV

Battening down the hatches like everyone else. Moved to Genoa, NV, a tiny berg just over the hill from Tahoe snuggled in at the base of the Sierra. Good livin' – but don't tell my wife that who just moved from our Honolulu home that we had to sell. She's been here six months and cold as a cucumber. Maybe July will thaw her out.

When I went to work for "Net Jets" in 2001, it wasn't for the money. Now it is. Glad I have the job. Still flying a hawk and trying to avoid all the "land mines" out there in the General Aviation world. Ain't like 121. Work is hard, but interesting. We just concluded a new agreement giving us 7 on and 7 off, so the time off is a lot better and the salary is livable. Thank god – especially for the young guys. Net Jets is hiring "over age 60" old farts and now it's not a really bad place to be. See a lot of grey hairs out there.

I'm so sad about ALPA's actions, and proud of all of us who chipped in to fight this battle.

Keep the faith – I miss all you guys who I used to have fun with. T was a great ride!

Al

CATARACTS DROP RIGHT AWAY

By Dr. David Williams

A reader from my neck of the woods wrote in recently to say that he was developing a cataract in his left eye, and wondered what I would recommend he do. Cataracts are a leading cause of blindness, and can be the result of anything from diabetes to steroid use.

You'd certainly rather prevent cataracts than treat them after the fact. I've written about cataracts numerous times in the past, and how bioflavonoids and antioxidants can help you avoid the problem in the first place. If you already have a cataract, like the reader, there is still hope.

There has been some very promising research out of Russia that I have been following for the last few years in relation to cataract treatment. Dr. Mark Babizhayev and his colleagues at the Helmholtz Eye Institute in Moscow have been studying the effects of the natural compound N-acetylcarnosine (N-AC—not to be confused with N-acetylcysteine, which I have written about often and is used to boost glutathione levels) since about 1991. During this time, Dr. Babizhayev's work has progressed from extensive laboratory testing in animal models to human studies. (Life Sci 05, Dec.29) (Drugs RD 05 ;6(6)-.345-369) (Rejuvenation Res 04 ;7 (3)-.186-198) (Drugs RD 04:5(3): 125-136) (Drugs RD 02;3(2):87-103)

Dr. Babizhayev has discovered that he has been able to prevent cataract formation by applying a 1-percent liquid solution of N-AC directly to the eye. Even better news is that his eye drops have actually reduced and eliminated age-related cataracts. These results have all been accomplished without surgery or drugs.

Cataracts result from a clouding of the eye's lens, which never stops growing—much like your hair and nails. Lenses grow from the outside in, though, meaning that the cells at the center are the oldest. As the cells age they are subjected to oxidation and a process called glycation, in which sugars combine with proteins. N-AC eye drops have been shown to prevent and reverse the cross-linking of the lens proteins that leads to opacification and impairs vision.

Measurable effects have been seen using the drops after only a month of use, and there have been no side effects. (Some of the patients I've spoken with, however, did occasionally notice a temporary "blurring" in their vision for an hour or two following their use. This effect appears to be from the "melting" or breaking-up of the cataract.)

Dr. Babizhayev's reports suggest that the reversal of the cataract starts at the periphery and works its way inward. During the process, which seems to take about six months, vision becomes clearer. He has shown that over a six-month period of treatment, over 41 percent of the eyes treated with N-AC eye drops exhibited improvement in transmission of light through the lens, 88.9 percent showed significant improvement in glare sensitivity, and 90 percent had a significant improvement in visual acuity. In no instances did eyes treated with the drops worsen in any way. His trials have extended for periods of up to two years with only continuingly positive effects being seen.

Dr. Babizhayev recommends applying one to two drops of N-AC solution in each eye twice daily. The maximum effect on visual acuity generally occurs within the first three to five months of therapy. Those who had their cataracts for less than seven years experienced the quickest and best results. Individuals with cataracts for seven to 15 years obtained good results. While those with cataracts for more than 15 years still showed improvements, they had the least response.

See Your Way to the Drops

I've been following this research for years, but it's only recently that the therapeutic eye drops have become available commercially. Thanks to the Internet, you can now obtain Dr. Babizhayev's formulated product (called Can-C) in the US. There are some competing products that are also being sold in this country. Due to FDA considerations, however, no one marketing these products in the US will advertise their products as being a treatment for cataracts. Instead, they will be for "eye health," et cetera.

I've spoken with numerous individuals, and the two formulas that I will mention below appear to work equally well. The standard package available for sale (five 2-mL vials) costs around \$40 and will last 35 days if you use two drops per eye per day, or 75 days if you use only one drop per eye. It's definitely a bargain in anyone's book when you compare the other options for getting rid of cataracts—such as surgery.

You can order Dr. Babizhayev's Can-C product from Smart Nutrition, 1765 Garnet #66, San Diego, California 92109. Their Web site is www.Smart-Nutrition.net and their phone number is 858-270-9015.

A similar N-AC eye drop product, which costs a couple of dollars less, is Eye D'Clare. It can be purchased from Life Enhancement by calling 800-543-3873 or on their Web site at www.Life-Enhancement.com.

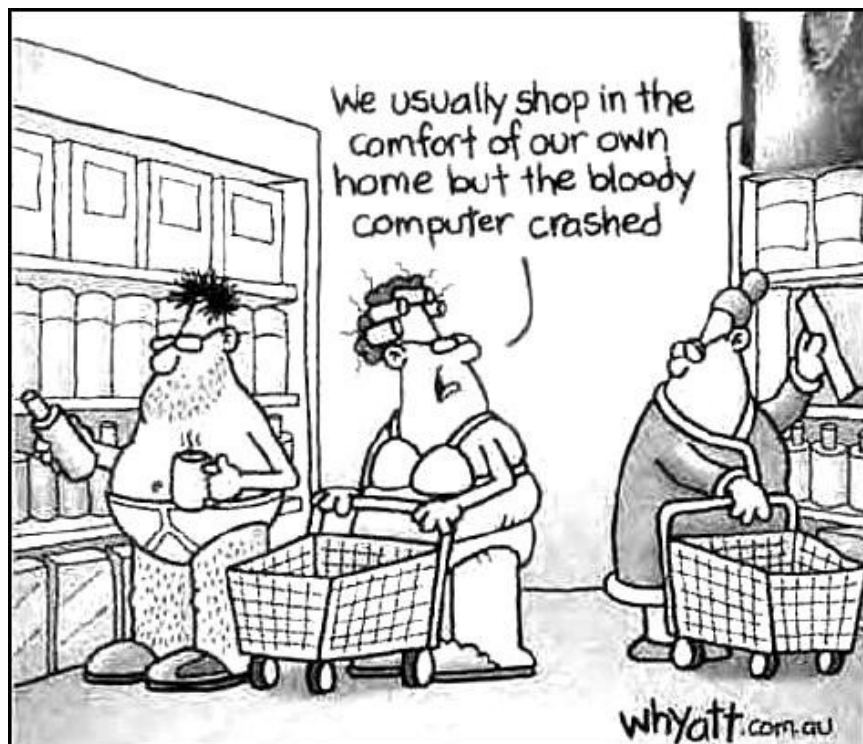
The enormous benefits of N-AC eye drops should be the topic of every nightly newscast and frontpage headlines on every newspaper—but you and I both know that just won't happen. Cataract surgery and treatment has become too big of a business. With the oldest baby boomers just now beginning to reach the age where cataracts start to form, the condition will become a surgical "cash cow."

Unfortunately, not everyone in the world can afford surgery. Around the world, cataracts account for over 40 percent of all cases of blindness, affecting over 17 million people. Now, for less than \$200, the world is revealed again.

Take care,

Dr. David Williams

Alternatives/ February 2006



JACK HILDERBRANT—Fort Collins, CO

Hello All,

I can't say anything to the discussion about United's actions and situation that hasn't already been said so I will skip it. Not much to report from here. My wife Pat had one of her knees replaced and is walking without pain for the first time in quite a while. She is still quite busy with Crossroads Woman's and Children's Center, her quilt group, Symphony Guild, and Garden Club. I had one toe shortened and another one straightened with a pin so now I can resume my backpacking fun if I ever get the time. For the past five years I have been volunteering with Habitat for Humanity. As a result of this work I was able to obtain my Building Contractor's license last summer. This past fall there were some changes in the staffing at our local HFH affiliate and I was hired full time as a Construction Manager. The pay won't replace what I lost from the pension, but it is nice to get paid for what you used to do for free. Also, I am still serving as chairman of our local Eagle Scout Boards of Review. I work with between forty and fifty young men per year and they are the best of the best of our youth.

As many other people have observed, United's companion pass system is just about useless. Last week I offered a companion pass to one of the volunteers that have been working with me. He wanted to go to Boston for a long weekend. The companion pass charges were about \$180.00. He went on the Internet and bought tickets for \$188.00. We haven't had any occasion to use our pass benefits recently although we are planning on a vacation in England this fall. We may just buy tickets and skip the hassle of pass travel.

Much thanks to the folders and stuffers and a check is in the mail. *Jack*

DOUGLAS HORNE—Santa Rosa Beach, FL

Hello Anyone;

It's been a little over a year since I last wrote from this culturally neglected part of the world. The local greeting is "How come yer house has wheels and yer car don't?" We start six months of hurricane season soon; June through November which means watching the Wx channel 7/24.

We've evacuated once in each of the last two years to Atlanta and Savannah respectively. My wife, the beautiful and talented Dame Edna, has found the perfect hurricane shelter. The women's department of Nieman Marcus in Atlanta. They tell us our house, built in 1997, meets the latest code, but I dunno. In a direct hit I figure the place will either be flattened or land in one piece on some mountain top in North Carolina.

To supplement my "obscene" retirement, as Ferris once called it, I continue to bag groceries part time at a local supermarket. A check of my family bible and the archives of our local union, Baggers International Gathering Excellent Grocery Orders, shows that I'm indeed the number one bagger in the entire country. Being Number One has its privileges; a secure two figure income, instant recognition from WalMart greeters, and my own rocking chair at Bubba's Boiled Peanuts and Drive Through Taxidermy Stand.

Gotta go and insert the latest revisions to the Baggers FOM.

Doug

W. A. HOYGAARD—Aurora, CO

The check is in the mail for the 2006-7 year. It is hard to believe that another year has flown by and I will soon mark 14 years since retirement.

Despite the problems associated with Macular Degeneration (diagnosed 14 years ago), I still enjoy doing some target shooting! We both look forward to taking our pickup-camper and heading for the hills this summer! The beauty of the Rocky Mountains and the many campgrounds make for great times. I continue to control my Type 2/Adult Onset Diabetes without medications. It might be easier to take medications for cholesterol and blood sugar control but I much prefer to use the diet and exercise. I walk almost every day . . . weather that is icy means not walking outside but otherwise, I go. My internist agrees with my regimen.

We have not traveled by air much in the past year but Eve wants to go back to Europe and I have been talking about Antarctica (the only continent I have not visited) or more likely New Zealand although driving on the left is not something I enjoy! As usual, we will head north to visit my grandchildren in Sandpoint, ID and then later spend a week at a

working ranch (I will not work, but hike and target shoot!) in south central Colorado with a great group of people. Looking at the summer calendar, it seems we have lots planned. Eve is still working about half-time as a Nurse Practitioner but has a flexible schedule that allows options in scheduling travel.

The role that RUPA has been played regarding updates about UAL during the past year(s) continues to be greatly appreciated. Thanks to all who have worked on this. And, thanks to the *RUPANEWS* Editor and helpers! I still see letters from a few people that I remember.

Bill (note new email address from hoygarrd@mho.com to coauntie@yahoo.com)

MILT JENSEN—Beach Park, IL

Ted;

May 17 marked 14 years since I set the parking brake. It seems I can still feel it in my hand I can't believe it is that long. I recall the story of Rip Van Winkle while growing up. Ole Rip slept for 20 years and I always wondered what that would be like. Now I know.

Time does fly when you are, and Ina and I are, busy people. Oh we set no records, we are not famous nor rich. We are not listed in who is who but we have a family of seven. Four boys and three girls all gone and married. They produced 20 grandkids, ten of each variety and one of them has handed us three great grandsons. Yes a houseful here is a HOUSEFULL. This bliss is the culmination of 55 years of marriage this June. That doesn't seem that long either. All of this is good. You see I will still not know where the time went when I am a hundred.

I am still in politics. I am a poor loser. I was the mayor of Zion, Illinois in the 70s and lost an election. I moved out of town and incorporated the area around Zion and we called it Beach Park. Yep, you guessed it. I am the mayor of Beach Park Illinois. [Http://villageofbeachpark.com](http://villageofbeachpark.com)

I really like what I am doing. The village is new and we have the opportunity and challenge of starting from scratch in most cases. Building infrastructure and guiding a growing business district. We levy no real estate tax in Beach Park,

so we love folks who own retail business, run cash registers and pay our bills with sales taxes.

Our family is still close by except one who lives in central Wisconsin and her husband is a pilot for Air Wisconsin, now a feeder for U.S. Air. I can only say I am glad I did set that parking brake when I did. The Industry, fellows, is not the one we knew, not by a long shot.

Ina and I are in good health. We do moan and groan as it is a right of passage at our age. All in all it is still great to be on a permanent vacation and enjoying life. We love the quarterly meetings of the RUPA gang here in Mc Henry and at the Itasca Country club in Itasca. That time keeps us informed and affords the opportunity to shoot the bull just like the old days under the wings and in flight ops. Only thing missing is the smell of kerosene.

I will write my check and wish all of you the very best, just as you have been instrumental in giving me the very best in my otherwise mundane life.

Milt mcjensen@runbox.com

ED. JUDD—San Clemente, CA

Hi Ted, I don't think we have ever met before, so I would like to thank you for taking on a big job for us all. I am seeing a lot of names that I don't recognize in the news letter and I would like to take a little time to introduce myself. I think it might be a good idea for a lot of us who have been out for a while.

So here goes: Born Chicago IL, June 1927, USN 1/43 to 6/46, Flight school G. I. Bill, Capital Flight OPS. 7/1950 to 1961, UAL 1961 to 10/1987, based ORD 1950 to 1969, LAX 1969 to 1987, AC flown as FO: DC-3, 4, WC, as Capt. DC-3, 4, 6, 7, 8, 10, VVC, 727 & 747, Civil Air Patrol 1990 to present, still flying the Baron in some work for the Air Force thru the CAP.

As I said, I see a lot of names that are not familiar; but the funny thing is, I know almost all of that gang I have lunch with once a month at Dana Point. I must have flown with 80% of them at one time or another. You know it's strange, most of them don't remember my name from one month to the other. I hope this helps them out somehow, if they read this they will probably think I have really lost it and am still looking for a job.

Actually it is part of a resume I wrote before I got the good news from the PBGC.

Thanks again to all the people who make the *RUPANEWS* work, and I'll try to remember to send a check to Jim. Regards, *Ed*

MIKE KAUFMANN—Santa Cruz, CA

Best wishes and a big THANK YOU to the *RUPANEWS* Staff! It's birthday #70 this year and I can't believe the years are going by so fast. Life is good and Sue and my health are good. Keeping busy with the Kiwanis guys in Santa Cruz. My son finished 11 years in the Marine Corps last year and now is just completing his first year as a copilot with Southwest. He loves it and doesn't mind his commute from Denver to Midway. One of his college roommates just got hired by Jet Blue, so now we have a comparison going of current airline jobs.

We just got back from Maui last night and were glad to get seats both ways! Later this month we're off to Munich and Prague with a Rick Steves tour. A check in the mail today!

Thanks again,

Mike

ROD LION—Maple Valley, WA

Hi Ted and All,

My mom, Mickey Lion flew west to join my dad on the 16th of March.

Can't believe it has been 7 years since I retired. Time does fly.

Nothing much new with me. A couple of fishing trips planned to Alaska this year. Playing a lot of golf and enjoying it.

Thanks to all, *Rod*

DAVE MANZEL—Southport, NC

Ted, I sent my renewal check to Jim. A few months early this time, I might note. Pat and I are leaving the Crystal Lake area we have called home for almost thirty years, and moving to a little warmer weather in Southport, NC. We are looking forward to living in a nice golf club community

called St. James Plantation. We are both doing well healthwise and are very happy to have a new grandson, Colin. Regards, *Dave*

GARY E. MCGAUGHEY—Denver, CO

Dear Ted,

Greetings to all my fellow retirees, another exciting year. I have been on the move through out the last twelve months, Hawaii, Colorado, Pennsylvania, Mississippi, most of the winter on the boat in Hawaii, some time in Colorado and then duty called for me to return to my native Pennsylvania. My mother failing in health needed someone to be with her 24/7 or she would have to go to a nursing home. For the past five years my siblings have shouldered the responsibility of looking after Mom, they checked on her daily, and took care of all the details she was unable to accomplish on her own. When the time came that she needed someone there all day everyday the family needed help. I drove to Pennsylvania in June and lived there with my mother until November. At that time she had deteriorated to the point it was necessary to admit her to a nursing home where she could have professional care. She died December 28, 2005, it was a blessing; she no longer is suffering, we all gave thanks that she was freed, but it was a sad time for the family.

In November I drove my truck and camper to Waveland Mississippi, a very close friend had lost everything due to Katrina coming ashore just a mile or two of his town. He was returning to salvage a few keepsakes and begin to process FEMA paper work, and he had no place to stay. All the hotels within fifty miles were full, and no trailers were available. Nothing I had seen on the news prepared me for the devastation that confronted me as I neared the Gulf Coast. Even worse, the area on the waters edge was obliterated, I was stunned. As of last week the six month anniversary of the storm, according to a CNN report "SAVE MY TOWN" little or nothing has changed. It was heart wrenching to meet the residents and hear their stories, especially how the insurance companies are trying to weasel out of paying for the loss and damage. I helped my friend dig under the collapsed roof of his home for family treasures, sadly not much was there. I hope that the rest of he

Nation does not lose sight of the fact that these communities are suffering today as much as they were a few days after the deadly storm came ashore. If you can help these good people, do so, and by all means keep them in your prayers.

Through all this I have been writing letters to our Senators and Congressmen trying to gain support to save our pensions, the result of those efforts are disappointing, however, I'm not giving up and I am sure you join me in this cause. Keep writing those letters.

That is it for this year, wishing you all the best, and good luck for the coming year.

Gary

HAL & JANET MEYER—Centennial, CO

The eighty-first birthday has just come and gone and we are still plugging along. Janet has decided for the second time that being a flight attendant was just not what it used to be and hung it up. That decision seemed satisfactory until she went to Rachel Wooding's reunion along with about 250 other retirees and came away remembering the good times. The misgivings only lasted a few days though and now its back to being a substitute school teacher. Thankfully she thoroughly enjoys working with the pre-High School grades.

Our bunch still fly the little planes about once a week. There is a larger Colorado Pilots Assn that has interesting fly-ins and it too has been lots of fun. Last month we went to San Antonio TX and Janet and I got to see the river walk for the first time along with Fredericksburg and the Mooney factory at Kerrville. It seems the pilots and their wives and friends just know how to have more fun. I also think UAL is going to stay out of bankruptcy and again be the premium carrier.

Hal

JIM MOREHEAD—Pompano Beach, FL

It must be RUPA letter time and my dues are even paid for 2006 until 2007.

Life has changed significantly for me as many of you know that I stay in touch with. The last three years have seemed to fly since retirement and the subsequent departure for a short time to China

Airlines. United promised me that if I left, they would pay my pension. They have not done that. They broke the contracts that we had with them. Other entities along the way, helped them get to their goal. Quite sad.

The unexpected divorce that came upon me was not exactly a landmark event in my life that didn't help things move along smoothly with the UAL issues, bankruptcy, and pension loss and subsequent legal battles. I had many expensive legal battles of my own to deal with and they are mostly done. The only remaining one is whether the former insignificant nuther (not to be confused with a significant other) is entitled to any part of my pension and the answer is no. Opposing lawyers and one Judge doesn't seem to agree. The PBGC which started out to be a great pen pal thanking me for changing my address and being such a sport have gone into hibernation and you have to make 10 phone calls to get one right and to get them to do anything. My QDRO is at the appeal level now. I am not sure what to do with the 80% cut (minus 28% more of the 80%) and all of the money. But life moves on as did I.

I finally moved up to the Mainland from the Keys although I get back a few times per month. I moved to Pompano Beach where I left 38 years ago to head to Louisiana, Tennessee, and 34 years of United Airlines in the middle. I see a lot of the RUPA luncheon crowd now. For some reason, they don't run their lunches year round. I have toyed with the idea of having more of a moving dinner/5:00 (PM) (now that we don't go to SYD/HKG/NRT/South America anymore) escapade at some local watering holes, but I need some willing participants to help out. A few have expressed a desire in this good climate of South Florida, but the phone ain't ringin' off the hook with support. When all is said and done...MORE WILL BE SAID THAN DONE. But I hope to give it a few months to try it out.

I joined the Pompano Elks as a good place to eat and drink and stay in touch with a few of our retired guys. I see John Bieger there and have run into Noel Summer at Pompano Airport a few times. They are both doing well for another generation older than me.

Dad would be 82 this year and Mom is now 82 and doing petty well for someone older than me! She

goes up to the Elks and so it works well when she is there. She still drives and is now in Boca Raton. I hope she didn't move again and take the house numbers with her....

I finally moved to Pompano Beach, 40 years since I first got here after high school graduation from NJ, when Dad got a MIA bid. He bought a waterfront home in N.E. Pompano for \$34K and today a non waterfront home within a few miles sells for 12 times that. I guess it is location.

The Bad news is that the traffic can be miserable around here and there is a conventional rush hour twice per day. It is worse in the season when the snowbirds are here. Most have gone and headed back to the Northern Climes.

The good news is the weather is great most of the time after dodging hurricanes. I couldn't live in a cold climate again. It is not possible. The Lake Tahoe house was sold. That is a beautiful place to live, but impossible on PBGC poverty wages. The court took away the Keys homes, so I became a homeless orphan for a while.

Everything now is under one roof for the first time in about 30 years. No computer pads. No multiple cars, parking stickers, and houses scattered around the country. In a way a good feeling. Boxes and a lifetime of pictures, memorabilia, and rural 1980s Schaumburg and Cleveland furniture dot the landscape. I've had people stop by and wonder if the stuff in the carport is the advertised garage sale!

I was thinking about running for Wives Coordinator, but didn't know they needed help. Next time around, I'm going to let Mom choose my next wife. I don't seem to do very well.

I also became associated with a good guy who I now fly for with a New Glass Cockpit Seneca 5 who travels to various places like the Dominican Republic monthly, has various places in Bahamas, now at Spruce Creek where there will be an office, a nice island off Southport/Wilmington, NC. He will also learn to fly himself and he is on the way to doing that. I see a few of our guys up at Spruce Creek as that is a wonderful place to live. If you want to check out the website try VILLASDR.com

One of the beautiful houses on the ocean east of Puerto Plata has the island's only grass tennis court and is right on the water. The house comes with

cooks, maids, and it is beautiful and isolated right on the ocean. The sunrises are great and it has multiple buildings on this compound about two hours drive east of POP Airport. It would be great for a family reunion or bachelor parties. It has been featured in PLAYBOY. Yes, girls are available and you don't get any from PLAYBOY at the list price in the website. It is a great place that I enjoy.

Anyway, me, the Dakota, the used Car lot and the truck are well and alive and going to move forward in this changed world. We all hope United survives and based on big losses than only they seem to be able to achieve...I am not holding my breath. I wonder if it is possible to get Ferris and Dubinsky back? Those were good days when people cared for each other and we stuck together. I'd do the same thing over again!

Jim

BOB & EDIE OLSON—Orr, MN

Ted,

Leaving in a few days for our summer home in Northern Minnesota.

Edie and I are in our 80s and doing O.K. Had to give up handball. Spend as much time as we can with family. Thanks for your time getting the newsletter out and to those who write the letters.

Bob & Edie

DAVE ORMESHER—Newton, NJ

Well it was 16 years ago this month that I finished up with the journey from NRT to EWR and almost 6 years since the last ORBIS trip PEK to Tashkent. Now I think it called for pulling back to go up and pulling back further to come down—or something like that! Much has happened since then, but the most difficult experience occurred on December 15, when my wife, Mary, finally traded in her old body for a new one after more than 10 years fighting the cancer battle. With a new body I am sure that the Lord has put her back to work again. The last 3-1/2 years were the toughest, traveling to Zion, IL, for treatment at Midwestern Regional Medical Center. We made the trip almost monthly during that time. These trips were not like the many wonderful journeys in the past. She had a variety of

experiences such as skiing in the Austrian Alps, riding the camels around the Great Pyramids, elephants in Northern Thailand, Mongolian pony in Mongolia, mule-drawn mowing machine on the grounds of the Taj Mahal, Orient Express from Vienna to Istanbul, lots of train rides all over China. Because of her passion for encouraging missionaries, she visited lots of missionaries in Korea, Philippines, Japan, India, Eastern Siberia, Spain, England, and even several places here in the U.S. She also spent a great deal of time working with blind children. But, because I had the privilege of sharing so many of these wonderful experiences with her, I am now experiencing a great loss.

It was interesting, by the way, that with the many nations and cultures represented in the ORBIS crews over our 14+ years, that there was a love, respect, cooperation because everyone set aside their differences to work together to restore physical sight to those who would not have access to the proper treatment. And everywhere we went, people were very kind and appreciative. I wish our world leaders could understand this. I have also realized that we have been really blessed to have been born in this country and have had the work experience with United Airlines. We do take a lot for granted and forget that our journey is not all on the Interstate Hwys, but sometimes must take a lot of bumpy detours. I also realize that along with all of the blessings is an equal amount of responsibility. I am searching now for this next phase of life. Local high school Board of Ed. (30 years) and chairing a mission agency board will take care of some of it, but hopefully physical strength will permit filling in the time that was spent as a care-giver. I enjoy reading all of the many experiences of fellow retirees, and that would not be possible without the dedication of the RUPA staff. Thank you for the many hours of effort to bring it together. God Bless! *Dave*

ORV AND BARBARA PRATT—Vero Beach, FL

Life is good in Florida with good health, lots of golf and some travel.

Thanks for the good job in keeping us up-to-date.

Best wishes to all,

Orv and Barbara

JOHN REED—Sausalito, CA

Dear Ted,

Many thanks for producing this fine *RUPANEWS*. A great deal of hard work must go into each issue, and I'm sure everyone enjoys reading it as much as I do. Carol and I try to find time each year to enjoy a trip or two. We have done the obligatory Alaska cruise on Holland America and enjoyed it thoroughly. We joined a retired Chevron tanker first mate and his wife on a trip around the Hawaiian Islands and saw so many sights we had never seen before. This last was on Norwegian Cruise Lines and, while we enjoyed the sights, we agreed that Holland America is by far the better cruise line. Carol has been flying into Saigon and says it is a must see. We're planning a visit there later this year, combining it with a trip to visit friends in southwest Australia.

Antique airplanes are still keeping me busy. I've added a Waco cabin biplane to the Stearman and Cessna 180, and they each need to be maintained and flown. I'm lucky to have a wife who enjoys helping to keep them in top condition. Have a look at the Schellville Airport web site, it is home to many fine old aircraft:

<http://www.napanet.net/~arbeau/usaah/index.html>

We are also restoring a 1944 de Havilland Rapide that belonged to Bob Puryear, a retired UAL pilot. After a long hiatus while we waited for the two Gipsy Queen engines to be overhauled, it is nearly ready to fly.

I have finally convinced the FAA to let me continue to fly. When applying for my last medical certificate, the FAA folks decided they needed to scrutinize the records of a surgery I had. It took about five months of letters going back and forth, complying with their requests for volumes of hospital medical records and letters from physicians, but they have seen fit to give me a special authorization third class certificate. At least this gets me back in the air again so I can enjoy these wonderful old flying machines. Anyone with a similar problem, please don't hesitate to get in touch with me.

I'm also working as a volunteer on the restoration of a 1944 vintage Victory ship moored at Point Richmond. Anyone in the Bay area who wants to put some of their talents to good use, we could use

more help. www.ssredoakvictory.org We are just about ready to spend a grant of just over \$1M to have her painted and made ready to get under way under her own power. Lots of grey hair on board, and some very talented folks they are. There is a great radio club on board who have restored the ship's original radio to operating condition. I decided I needed another certificate in my wallet, so recently studied for and passed the entry level (technician) Ham radio test (KI6BBQ).

A special thanks to all who put the *RUPANEWS* together. Check is in the mail...early this year!

Best to all, *John*

JACK RODERICK—Batavia, IL

Dear Ted--Check sent early for a change. 72 now and glad to be out of airline flying with all that's been going on. But I still love airplanes--and trains. Been playing golf and building models, along with my aviation book business. Getting rid of a lot of my collection recently. Nan is still flying (UAL FLT. ATT.) after 37 years. Son John and his wife Jill bought a townhome locally, even if they don't have the money. John finally graduated in Graphic Design after 7 years. Kristy also bought a townhouse a block from John. All have moved out of our home along with 2 dogs and 2 cats. Now if they would only move their stuff out, we could get 2 cars in the garage. Still miss the CLE Crazies. Maybe I'll make it to *TJ's* one of these months. Thanks for all the good work you do with *RUPANEWS*. The best, *Jack*

EDWARD ROONEY—Naples, FL

Dear Ted,

Amazing! I'm 66 years young, today, and I don't even feel a day over 65.

Last June we joined our dear friends, Pat & Pat Keeley (UAL retired) on a fabulous sightseeing trip to Vancouver, BC and a cruise/trek to Alaska. We were able to use "miles" to book flights since pass travel can be quite a gamble these days.

In October, Hurricane Wilma gave our home a pretty nasty shellacking. We experienced extensive damage to our roof, appliances and outdoor structures. Fortunately, we evacuated well

ahead of the storm and we were very impressed with the predicted path accuracy of the National Hurricane Center.

Thanks for the great job you and the *RUPANEWS* team are doing month after month.

Sincerely, *Ed*

BILL SCHOLES—Southern CA

Hi Ted,

I am a little late getting this to you this year. No excuse other than I was not tuned in to taking care of my duty here.

We sold our home in Costa Mesa in May last year so have been vagabonds this winter here in Southern California. We are about to start our trek back to North Idaho where we spend our summer and fall.

We did enjoy the RUPA convention in Virginia last October. That was the first one we have been able to attend and the air museum was special to see. Very nice to see some familiar faces from our airline days.

We did take two weeks and hiked in the Czech Republic ending in Prague, and then we hiked in the fjords of Norway near Bergen. That was our travels for the year.

I did get in about 25 days of skiing this winter. I feel much younger than I am when I am out on the mountain. Lucky to be able to still do it, I suppose.

Gay and I are in good health, and we enjoy our golf.

Tailwinds and smooth air until next year.

Bill

JOHN SCHOONHOVEN—Lakewood, CO

It is with great sadness that I report the loss of my wife, Marguerite, on Feb. 24, 2006 after a bout of pneumonia. We met at church in my home town of Freeport, IL when she was attending the Freeport Barnes Business College. We were married August 15, 1936 and would have celebrated our 70th wedding anniversary this year.

Marguerite gave up many of her pleasures and worked hard for both of us when I was learning to

fly. She was the wind beneath my wings. She, herself, was a great co-pilot. She loved having the chart in her lap, but wasn't sure about that GPS!

She was also a great deck-hand on our 42' schooner, the Blue Moon and we have many awards to attest to that.

But the call of the mountains trumped sailing and we moved to Denver in 1946. Wanting to get closer to the mountains, and since we were both farm kids, we bought a 520 acre ranch near Evergreen, CO in 1948. We raised our 3 daughters there and they, too, were active in the Black Angus cow/calf operation that we established. Marguerite was an active partner and ran the ranch when I was flying. Whether we were haying, snow plowing or doing general ranch work, she could run a tractor like no one else!

Marguerite was active in the mountain community where she was a Jefferson County weather observer for 50 years, a local newspaper reporter, an election judge, a member of the Conifer Civic Club and president of the PTA. She started the 1st 4-H Club in the mountain area, sang in the church choir and returned to college after the last daughter left home. She loved her music, books and crossword puzzles. But most of all she loved her dogs: the mutts, the German Shepherds, the Australian Shepherds and her last, a Springer Spaniel.

Those of you who knew her would agree that she was a very special lady. She had a deep intelligence, a quick wit and a ready laugh. The family and I miss her very much.

I would love to hear from my old friends.

Regards, *John*

1805 S. Balsam St., Lakewood, CO 80232

KEN SCHROEDER—Rapid City, SD

Hello to all my shipmates! My profound respects to you who blazed a trail for us back in the 30's through the 50's. Where are you now that we really need you again? I and the people I represent salute you. I will not overlook the critical roll that our RN/ Stewardess'/ Flight Attendants and others played in this odyssey. We salute you; each and everyone. We know that you are the greatest generation. God bless you all.

Dear All: I hope the daunt is returning to your dauntlessness as we all go forward. We have good news here. Understand, I enjoy root canals.

Pheasant count is up, fish are plump and the bite is on for walleye, small mouth and perch. My sky goddess is still working (1991 wages-no bennies) but enjoying the upbeat attitudes of her crews. Old fishing boat still runs good, 20th century truck and SUV are looking better all the time, I do my own windows and hocked the Rolex (hers too). We canceled the trip to Spain for 2007; anyone have an old copy of the 60's paperback "Europe on Five Dollars A Day"? Hunting dog looks good though she is chasing down her own meals now. I have been practicing my pearl one stitch two on my worn old sockies. My neighbor gives me her local and US Today newspapers after she reads them; warm memories of my working days. Gonna start a half acre victory garden this spring. Amazing, the baskets of tomatoes, cukes, cumquats, rutabaga, beans, peas, corn and potatoes I can harvest. I'll give a bunch to the church now that our tithe has shriveled. I'll work the garden AM and greet you at Sam's Club PM. Six bucks an hour up here, if you have a good work history; piloting doesn't count. I read the HINTS from Heloise with more retention now. Lois bought some neat garments at Norma's Not New Shop. She found a two piece Kimberly knit for \$9. I stitch one pearl twoed the left elbow and she looks fiesty in it.

I have a friend here (non-airline) who is worth about 7 Million. I have another who is worth about 6. I swear the 7 mil guy is no happier than the 6! I was going to send this to Glen Tilted, but then I do not want him to be sad, depressed, despondent and remorseful. Just heinous. CEO's operate more effectively when they are just heinous. You guys buy off on this blue skies and you will pay for the rest of your careers. Paraphrased from Doug Wilsman. I have been, and remain, impressed with this gentleman since the day I met him. A monkey could run this company. Paraphrased from Rick Dubinsky. \$350 million to get through chapter 11? Did I hear incorrectly? Before I have a cow, I will get a grip and quit.

May the best of your past be the worst of your future.

Fond regards, *Ken and Lois*

Please, if you are in the area, stop by and see us and bring a full cooler and booze!

A GIFT FOR WOUNDED SOLDIERS AT THE WALTER REED MEDICAL CENTER

Several hundred soldiers at Water Reed are in long-term recovery after being wounded in Iraq and Afghanistan. Last December, we spoke to one of their senior NCOs, MSG Tracy Evans. On his sixth tour in Iraq he was severely wounded by a blast, which shattered four vertebrae in his neck and suffered a heart attack from trauma to his body. After three heart surgeries - during which he "died" twice - he returned to Walter Reed and had several plates, rods, and screws installed in his neck. After sixteen months, he had additional surgery and hopes to return to duty as soon as he is released. He wants to return to Iraq so he can pass on his experiences to new arrivals.

Last December we talked to Tracy and asked if we could remember them at Christmas time with a personal gift. He said that several of the soldiers were not able to get around and would appreciate a small combination TV/DVD set. With contributions from volunteers at the Air and Space Museum at Dulles Airport and other friends we bought and delivered five sets just before Christmas. We then asked if there was anything else they needed and he told us that all rooms were equipped with TV sets and computers but no DVD players. They would be most welcome to help pass away the many boring hours that were part of their recoveries.

In January, we began collecting money and eventually had enough for 212 DVD players, which were delivered on March 10th. We presented DVD players to about 50 soldiers who were waiting for us and within a few days about 200 had been given out as a personal gift. These were person-to-person gifts that were theirs to keep - no red tape and no signing for them. They told us that this was the first time anyone had come to them personally; they couldn't thank us enough.

Wounded soldiers are still coming in - about 6 to 10 per week. We would like to buy at least 50 additional sets so that all get a DVD player when they first arrive. Best Buy sold us a quality player at their cost, about \$35, and helped us deliver them.

This is an opportunity to show our gratitude to the men and women who have served their country in a strange and different kind of war - unlike the ones in which many of us have fought. Hopefully, your generosity will speed their recovery and help show our appreciation for all they have sacrificed.

Each DVD player will have a note attached thanking the soldiers for their service and wishing them a speedy recovery. If you wish, you may write a personal note, which we'll be happy to add.

Thanks and God Bless

Please make checks payable to:

Janet Baltas

12700 Fox Woods Dr.

Herndon, VA 20171

Mail checks to:

Gil Coshland

2282 Dositia Ct.

Reston, VA 20191

Note: This is a grass roots effort to say "Thank You" to our wounded soldiers and is NOT a licensed charity. Therefore, contributions are not tax deductible.

SARA SCHUSTER—Austell, GA

Ted,

I have never come forward before, just paid my dues as a widow. I have enjoyed the newsletter and all the travelogues, plus meeting several of you at the convention in DC in October.

Being one that had the good fortune of knowing Jackie Able, she took me under her wing at the first Capital Picnic John and I attended, she was a gem and will be missed.

Being a widow I must tell you I traveled to Egypt the middle of March with a tour group, by myself, and had the trip of a lifetime!! And to say I got more than I paid for is something you don't hear of now days. All the temple entrance fees included, the only extra fee was a booking to Abu Simbel at \$224 and if you wanted to go to the Nubian village by boat for \$20.00 and I did both. I have done river cruising before and it is fantastic!

With all the terrorist attacks this last week I would still go back tomorrow, the security was every were and if they are going to attack they will do it anyway, anywhere.

The Lord has blessed me with a good life and He knows when it's my turn.

I am going to try to e-check a check to Jim hope he gets it.

RUPA crew Thanks for everything you do!

Sara Schuster (widow of Capt. John J. Schuster)

JOHN D. STEWART—Slatington, PA

We had a slow year; Linda had a hip replacement in January. In July we drove to the Amana Colonies in Iowa and on to Green Bay, WI for the EAA Airventure Airshow. We took the Badger car ferry across Lake Michigan on the way home. After 5 days at home we were off to Branson, MO and northwestern Arkansas. The rest of the year was quiet except Linda had an appendectomy in October and 2 days short of 3 weeks later I had an appendectomy. I enjoy reading the newsletter. Thanks for the good work. *John*

WILLIAM STOOKEY—Hayden Lake, ID

Dear Jim,

I understand that a dear person I know has not sent in his Oct dues for the RUPA Newsletter. So I told him he'd better do it pronto or he would get a "Stookey Letter" remember? So hopefully it will be in the mail soon?

Lots

PS They say when a person reaches 80 years old they know just about everything, except they can't remember it! That's how it goes!!

Hi Jim,

I'll try to do better this coming Oct!! We haven't done much this year because of our auto accident last year, but we are bouncing back. The main thing on our agenda this year is we are building a new house. Downsizing to a one level house. The weather here in North Idaho is getting warmer and dryer now which makes it good for building.

Thanks for taking on the job of Sec/Treas, know we are in good hands. Hope all is going well with you and yours. *Bill*

E.D. (AL) TEEL—Seattle, WA

Hello from the Great Northwest. Thanks to all for the *RUPA NEWS*, it's much appreciated. It has been a few years since I have written, a family illness interfered. It gets a little quiet most of the evenings after the loss of my partner last October. There has been much verbiage about UAL and pensions so I will pass on those issues.

To mention a couple of items, first does anyone have a fairly large pix of a stretch DC-8 (UAL colors) in flight or know where one can be purchased. I will be happy to pay for a copy, mailing and any other expense, email [edteel@att.net]. It was my favorite UAL airplane. Second issue, I recently read an interesting article in one of the local rags about how the new 787 is being protected from lightning strikes. The part that caught my eye was that both Boeing and NASA engineers classify static discharges and lightning strikes as being the same. I can appreciate Mr. Webster probably classifying them as the same, however, I expected modern science to

make a distinction. As I remember Boeing engineers also stated that most of their modern aircraft had probably been struck by lightning hundreds of times.

I want to believe that being struck means an outside something comes at you while a discharge would mean an inside something leaves you. Hmm! It would also seem a static discharge can be no greater than the airplane being charged to its maximum potential. A lightning strike would probably be thousands if not millions of times greater in potential. I, as most of you, have had many static discharges over the years, probably seventy five or more. However I have had only one lightning strike.

Some years back, further than I like to remember, on a trip from the Azores to Bermuda in a R6D/DC-6 we were struck by lightning. The flash was as bright as you could ever experience and the sound was the loudest I have ever experienced. It left blue flame protruding from all the windshield framing as well as other structural members of the radio rack. The passengers all verified this indicating the complete airplane was totally engulfed in flame. On landing at Bermuda a preliminary inspection showed most of our radio antennas burned off and gone even some stub antennas. The plastic radome looked like a hard boiled egg that had been severely rolled; it was cracked all over but had maintained its general shape. The six bottles of Freon had all been thermally released. The rudder brackets were etched probably a sixteenth of an inch deep and about a foot of the top aft part of the rudder was blown away. Have I missed anything Morry?

At least to me, there is a huge difference between static discharges and lightning strikes. I know of very few, possibly two or three, of true lightning strikes. Hope this will jog a few memories and create a response or two.

Regards, *Al*

MARY & DON TOEPPEN—Sun City West, AZ

Dear Ted:

Time is going too fast here in the desert! Suddenly the date for the annual letter is a month past.

Mary and I still live across the fence from one of the lakes surrounding the 9th hole on one of our seven golf courses. Across the course about a half mile away we can see the BNSF Railroad trains roll by. They have to whistle for a crossing a mile away just to let us know they are coming! For an old railroad buff who later discovered airplanes, it can't get much better!

Mary and I are both well, and attend the monthly luncheons of RUAEA and RUPA, thus keeping in touch with UAL retirees on a regular basis. In fact, Mary has become the Chairman of the RUAEA phone committee for the northwest valley area.

Hope to see you all at the RUAEA Convention in DCA next week! I'm sure we'll have a good pilot showing at this company wide get-together!

Regards to all!

Mary & Don Toeppen

DON URQUHART—Castle Rock, CO

Welcome Jim and to Cleve thanks for a great job.

Have been on the road for 3 months and we will head back to Colorado tomorrow. Snail mail from Mexico is too slow so we are 1 1/2 months late.

We did the piggyback across Copper Canyon after starting from El Paso then a 17 hour ferry trip from Mazatlan to La Paz and up Baja. (6 nights dry camping on a flat car)

Enclosed is two years dues plus whatever.

Don



D. L. (LARRY) WRIGHT—Los Altos, CA

In August we had the annual SFO RUPA picnic. It is always a pleasure to gather with old friends for a good meal, remembering old times and learning what's new. Reminder; the next picnic is August 24th and all of you are invited.

The last of September we started by car to the RUPA Convention in Washington, D.C. via a rather circuitous route. We stopped by our place in Eastern Oregon where we were having some logging done to thin some trees. The whole operation was accomplished by only three people and some very LARGE machines. All of the logs have been hauled off but we are still waiting for one more large machine to come and chip the debris that will be used as fuel to generate electricity.

From Oregon we headed to Montana, following the Lewis and Clark Trail past the Long Camp, up the Lochsa River, and over the Lolo Pass into Missoula. We visited with relatives near Helena...had snow on the last Saturday in September. It was cold and wet all that day and then a beautiful sunny Sunday and beautiful for the next week. We went past the Little Big Horn Battlefield, then on across South Dakota, into Minnesota and visited the SPAM (Hormel) Museum, skirted Chicago into Detroit for the Ford Museum. We crossed into Ontario, Canada to Niagara Falls then back into New York State, past the Finger Lakes and through the Adirondacks. We then crossed into Quebec Province around the Gaspesie Peninsula, into New Brunswick, Prince Edward Island and Nova Scotia. We backtracked into New Brunswick and on to Maine; spent some time shopping at the Outlets in Kittery, of course.

We managed to stay west of the heavily populated cities on our way to Pennsylvania. In Pennsylvania, we toured the Mack Truck Assembly Plant, Valley Forge, Amish country around Lancaster, Hershey plant, and Gettysburg. Arrived in Washington, D.C. in time for the RUPA convention and all the local sights. We followed Skyline Drive and the Blue Ridge Parkway on our way to visit a school friend in Western Tennessee, then headed south and east across Alabama to Dothan to visit our oldest son. After a nice visit we continued our journey across

the southern states via Hwy. 40 to home. Trip mileage, approx. 11,500 in seven weeks.

If that wasn't enough travel, we spent Thanksgiving in Oregon. Came home, hooked the trailer on the back of the pickup and headed back to Dothan, Alabama with a load of Gramma's furniture for our son's new house. It was a very busy December in Alabama. Our son got married and our other son, his wife and our grandson came from California to celebrate Christmas.

After all of that, everything has settled down to routine. I am still sucking up on the free donuts and coffee on the first Wednesday of each month when we send out the *RUPANEWS*.

Larry

IN MEMORIAM

LOUISE M. BIRCH

I regret to inform all that Louise M. Birch, wife of retired Capt. William H. Birch – deceased, passed away 13 May 2006 ... one day after her 90th birthday.

DENNIS DANIELS

It is with sadness to announce the passing of our colleague retired UAL Captain Dennis Daniel.

A viewing is planned at the Westminster Memorial Park & Mortuary in Westminster, California on Thursday May 18th. at 18:00-20:00.

The burial services will be at the same location the following day Friday May 19th. at 12:00 Noon followed by a reception at his residence.

The family has requested that in lieu of flowers donations be sent to;

Dennis Daniel's Memorial Baseball Scholarship at Embry Riddle Aeronautical University in Daytona Beach, FL.

Addresses;

Mrs. Marlene Daniel Res. 18405 Mount Waterman St., Fountain Valley, CA 92708
714-968-3449

WILLIAM H. DRENNEN JR.

I take great sadness in announcing the passing of William H. Drennen, Jr. He died of natural causes in the emergency room at the Reading Hospital at the age of 76.

Born in Reading, he was a graduate of Reading High School and Albright College. He served in the Navy Reserve before joining United Airlines. Based in Chicago, William was employed for 45 years retiring in 2001.

William also owned the Graystone Country Club in Spring Township from 1965-2000. William loved baseball; he was the owner of the Graystone Bulls baseball team in the Lebanon Valley Baseball League from 1979 to 1988. The team was league Champions in 1985.

William is survived by his wife, Mary, a son, a daughter, a brother and four grandchildren who will miss him very deeply.

Anyone who knew William knew he loved his family and friends a great deal. He was always there when you needed him and would go the extra mile to help. William was definitely made of "The Right Stuff". His family and friends will miss him dearly.

His Son, *Glenn Drennen*

OLIVER HAZARD "DICK" PERRY

Memorial service for Dick Perry, 93, Asher Court, Ormond Beach, who died Friday, May 12, 2006, at Florida Hospital-Ormond Memorial, will be 10 a.m. Tuesday, May 23, in the chapel of Volusia Memorial Funeral Home. Interment will follow in Volusia Memorial Park.

Mr. Perry was born Sept. 2, 1912, in Washington, D.C., and moved to this area Dec. 20, 2001, from Alexandria, Va. He retired after 43 years with United Airlines.

He graduated as a three-letter athlete from Lee Jackson High School in Alexandria. His hobby was his family. He was a member of Masons, Scottish Rite and First Baptist Church of Bunnell. He also played semi-pro baseball in Alexandria, Va.

Survivors include his son, Oliver "Dick," II, and daughter-in-law, Anne Perry, Ormond Beach; granddaughter, Cathryn A. Perry; and two stepgrandchildren, Donna Smith and William Walker III. He was predeceased May 13, 2004, by his wife of 67 years, Gertrude.

Memorial donations may be made to Hospice Care of Florida Hospital, 875 Sterthaus Ave., Ormond Beach, FL 32174.

DONALD B. MAINWARING

I regret to inform you of the death Of Mr. Donald B. Mainwaring (Captain, retired), husband of Jeanne. He died May 12th of Hodgkin's disease at Casey House hospice in Rockville. Don was born in Jamestown, New York on Jul. 6, 1927 and resided in Potomac, MD.

In 1944, he dropped out of high school and at 17 joined the Navy. He served in the Pacific theater. After his discharge, he received a general equivalency diploma and graduated from Embry-Riddle Aeronautical University in 1948.

After earning his pilot's license, he joined All American Airways, a predecessor of USAir. While waiting for a pilot's position to open up, he carried the U.S. mail by plane. His primary responsibility involved holding a hook on a long pole out the door of the low-flying aircraft as it passed over small-town airfields and snag sacks of air mail.

When All American began carrying passengers, Mr. Mainwaring became a steward and continued in that position until he became a co-pilot with Capital Airlines in 1955, based in Pittsburgh. He became a captain in 1957, flying DC-3s. He retired from United Airlines in 1987 as a Boeing 727 captain.

A Potomac resident since 1966, Mr. Mainwaring organized and built the Tallyho Swim and Tennis Club and served as the club's first president. He also volunteered in a number of activities with Our Lady of Mercy Catholic Church in Potomac and delivered meals to Mother Theresa's home for terminally ill AIDS patients in the District.

Survivors include his wife of 50 years, Jeanne Mainwaring of Potomac; two children, Douglas Mainwaring of Gaithersburg and Lauren Bransford of Woodbine; a stepson, Jerome Yerse of Chandler, Ariz.; two sisters; and seven grandchildren.

CHRIS G. PATTERAKIS

Chris Patterakis died in the line of duty.

The Modesto resident, who was attached to the Pentagon, was stateside. He was in civilian clothes. At 70 years of age, a grandfather, he was past his prime as an Air Force fighter pilot. Questions of equal opportunity, not targeting terrorists, filled his days.



But still it was military service that brought Patterakis to Florida's Patrick Air Force Base this week, and it was there that the Modesto High School graduate, Class of 1953, died late Tuesday afternoon, May 9, 2006.

"If you had a case, and a sign that said, 'Break in time of war,' Chris Patterakis would be inside," said Bob Gore, a former Air Force colleague. "You would just follow him to hell and back; I would."

Twice a member of the Air Force Thunderbirds flight demonstration team and a decorated veteran of 315 combat missions during the Vietnam War, Patterakis had long since retired to civilian life.

His ambitions, though, did not quench easily.

He ran for a Northern San Joaquin Valley congressional seat in 1978, and he contemplated a second run 11 years later. He tried other ventures, such as starting a local telephone company. He retired again, after 10 years as a United Airlines pilot.

"He didn't sit still," said Glen Streeter, a Modesto resident who befriended Patterakis while both were attending the old Washington Elementary School.

Then the Pentagon came calling, not long after Sept. 11, 2001.

Once again, the former Air Force colonel and his wife, Vicki — a one-time band singer — signed up for fresh adventure.

Their four children having grown and scattered, Chris and Vicki Patterakis left their townhouse on Modesto's Edgebrook Drive and decamped for northern Virginia.

"He loved his country," Modesto resident Mike Patterakis said of his younger brother, "and he loved the Air Force."

As a newly named deputy assistant secretary of the Air Force, Patterakis since March had been overseeing what the Pentagon termed "strategic diversity integration." That meant boosting ethnic, gender and economic diversity, which is why Patterakis on Sunday arrived at the Florida air base that includes Cape Canaveral.

He was checking in on the Defense Equal Opportunity Management Institute, which trains civilian and military personnel. Monday, he sat in on a class; Tuesday, he received further briefings.

His workday done, Patterakis retired to the base's guest quarters overlooking the Atlantic Ocean. About 5 p.m., management institute spokeswoman Mary Ann Chevalier said, Patterakis was sitting on his balcony amid balmy 80-degree weather. A visiting major general, sitting on his own balcony next to Patterakis, reported what happened next.

"He put his head back, and he closed his eyes," Chevalier said Thursday. "Truly, if you had to go, you couldn't ask for a more beautiful place."

As of Thursday, Mike Patterakis said he had not been officially informed of his brother's cause of death. Chris Patterakis had no known history of heart disease, and he was diligent about his morning exercise. "He took care of himself," Mike Patterakis said.

His Air Force colleagues knew that, too. When he commanded the Thunderbirds in 1975 and 1976, Gore said, there were no prima donnas and there was no funny business when the crews hit the road.

"He just had a lot of charisma," said Dick Pfeiffer, who served as Patterakis' crew chief. "When he walked out on the flight line, you knew he was on the flight line."

It was, after all, just where he wanted to be.

Born in New Mexico, Chris Patterakis moved to Modesto with his family for his father's work in Bay Area shipyards. His parents forced him to learn Greek when he was young — "they didn't let him forget his heritage," Streeter said.

"Chris exemplified the American dream," said Assistant Secretary of the Air Force Michael Dominguez. "He came from a poor, hard-working immigrant family and achieved great things."

As early as age 6, he would ignore a baseball game in front of him while he stared at the occasional airplane passing overhead.

"He would say, 'I'm going to be flying one of those someday,'" Mike Patterakis said.

Streeter saw a different character, recalling how Patterakis would sing in the school choir and swing along on the drums like big band jazz drummer Gene Krupa. After graduating from Modesto High School on a Friday, Patterakis joined the Air Force by the following Monday. He served the next four years on active duty as an enlisted man, including a tour with an Air Force band, before earning his officer's commission and pilot's wings through the peacetime Air National Guard.

War came soon enough, with Patterakis flying an F-4C "Phantom II" out of Cam Ranh Bay in Vietnam.

He seemed, with his exemplary military service, a likely Republican political prospect when a House seat opened up in 1978.

So without any political experience, he took on Democrat Tony Coelho, a seasoned Capitol Hill staffer.

"He got the Greek community, which was traditionally Democratic, to vote for him, and he won Modesto," Coelho recalled with some admiration, but "he just didn't have the political fire; he was sort of shy."

Coelho spent twice as much money and beat Patterakis by a 60 percent to 40 percent margin. Save for a brief foray in 1989, after Coelho resigned, that was it for politics. Patterakis had, after all, other ways to serve.

"I do not know of a finer man," Gore said.

Modesto Bee, May 12, 2006

RAY E. SMITH

We are so sorry to inform you that our father, Ray E. Smith, passed away on Jan 2, 2006 in Sun City, Arizona.

He was just two months short of 90 years old and he lived a happy, adventurous, successful and fulfilled life. We will miss him very much but are happy that he is with his beloved wife, Betsy.

He was happiest when he was flying, second happiest when he was talking about flying. His 35 years with United were well spent.

In addition to his sons, 10 grandchildren and 14 great grandchildren survive him. We will miss him.

Kent Smith,

his oldest son.

KENNETH F. TOBIASON

I just received word that Ken Tobiason passed away suddenly yesterday, Mar 16, 2006. There will not be any local services for Ken. He will be buried in Arlington, VA on April 12th at 0830. Since he is a Silver Star recipient he will have full military honors. His wife Annie would like people to let her know if they can be there.

Rex May

I found the following about my "new hire" classmate UAL12/04/67, Ken Tobiason, LAXFO Ret.. A great guy with a wonderful sense of humor and compassion for humanity. He was a "Misty" flying F-100s in Viet Nam.

[Http://wwwmistyvietnam.com/history.html](http://wwwmistyvietnam.com/history.html)

He will be missed.

Cort de Peyster

Dear Family & Friends,

This is Tommy, oldest son of Ken Tobiason. Sad news. In stunned disbelief, I now write you.

As many of you perhaps have heard by now, my Dad died yesterday morning. This afternoon I spoke with the Orange County Coroner's office which has now completed my Dad's autopsy. They believe that my Dad's cause of death was directly related to a fall possibly from a nearby ladder. There was no evidence of a heart attack or stroke (we had thought perhaps this had been the case). The coroner told me that Dad died from a contusion and hemorrhage of the brain with a skull fracture. We believe that Dad didn't suffer and that it happened quite quickly. In a time devoid of cheer, we cling to this hope which is some small solace to us.

My Mom and the loyal neighborhood friend who found him - he had been cutting down a large yucca tree at our next door neighbor's house (it blocked an ocean view from my folks' home and my Dad for years had wanted to cut the tree down & it only became an option when the old neighbors moved and the new ones allowed him to cut back the tree) - tried desperately to resuscitate him. But it was too late.

It's hard for me to describe how much he meant to my family & me. And it is hard to describe the immeasurable sadness we now feel.

Dad's health had been rebounding for the better after two tough years of surgeries (prostate removal; left knee surgery; right knee surgery; shoulder surgery...) which he good-naturedly soldiered through, though the pain at times was searing. He never complained.... Tough old Swede. The idea of repose never appealed to him perhaps because he thought our destiny is effort. And he went on without rest to the end. In ill health and in good he took his share of work, and more, without a hint of what it cost him until he died.

My Mom told him the night before he died how good he looked. He had made great progress in his physical therapy and now rejoiced in his newfound ability to walk normally again with his new knees. My Dad was always like a kid and he seemed to

relish his ability to walk easily again no differently than when my young daughter Katie exulted in the freedom she experienced when she too could walk.

All his life he projected a child's enthusiasm at everything he did. How full of energy he was! A lifetime burning in every moment. Those of you who saw him dance at various weddings, will know what I'm talking about. When they say you should live your life by "dancing like no one's watching"...surely they were describing Dad. As a teenager I dreaded watching him head for the dance floor to try out some newly minted (and crazily executed) dance "moves". In the fullness of time, and as I grew older, we'd exchange knowing grins as the band began to play. We all knew what was coming. Soon enough he'd take the floor, the crazy legs flying in every direction, the "white man's overbite" & the rolling eyes & bobbing head - it was all over the top & you too were in on the joke and the joy. And if his dancing wasn't poetry then surely his attitude was: for *you* are the music while the music lasts. His childlike enthusiasm was electric, sometimes silly and always contagious: it invited & was greeted with laughter. Someone always has to start the dance.

As I say, lately, he was no longer in pain and it showed in his face which regained that inescapable smile we all remember. In his youth he had been a strikingly handsome & dashing man and we thought we saw, now again, the traces of that youthful vitality which never had really left him and now seemed, like Spring, to have blossomed with the promise of a future and invincible Summer.

From the way he lived life, I would say: that the joy of life is in living, in putting out all of one's powers as far as they will go; that the measure of those powers is the obstacles overcome, pushing boldly at what is in front of you, whether a fence or an opponent, aiming not for comfort but for challenge; and that one's final judge and only rival is...oneself.

In the last few years my Dad had told me that he wanted to be buried at Arlington National Cemetery, an honor reserved for those who have served our country with honor and with distinction.

Dad had won the Silver Star in Viet Nam for gallantry in action. In our "postmodern" times, such words sound as if from some distant, possibly forgotten romantic age. All my life I had thought of him, in his youth, flying at the speed of sound, leading a flight of F-100 "slicks", thin metal-skinned tubes really, in air so thin you needed oxygen masks, speaking in that terse clipped language of fighter pilots, thundering above distant dark mountains & burning high over emerald seas.

And so he seemed to me like some knight errant or modern Viking...his cocky grin, his flightsuit, his helmet, his fearlessness, his physical courage, his drinking songs, his exotic destinations from Libya to Paris, from Ramstein to Misawa, from Bangkok to the Korean coast, from Taipei to Saigon, from Umbria to the Spanish coast, from Grecian Islands to Arabian deserts and Asian jungles, all the while chasing a boundless horizon.

Before me sit his combat medals and citations for bravery. Now he will spend eternity with fallen heroes. It is fitting. He was always my hero.

So we are in communication with the administrators of Arlington. It appears that there may be a wait of several, perhaps even more, weeks before we can schedule Dad's funeral and burial there. I will make sure to keep you all posted once we have settled on details.

And now the book - with chapters that even a novelist of exceptional powers could hardly have dreamt - now closes for my Dad. A story of amazements & disappointments, of war and peace, of triumphs, of love and of much joy and of a family that loved him. What a life!

Who now to engage in goofy experimental kitchen recipes, combining homegrown mint and banana pancakes? Who now to relate stories of daring in North African desert skies? Who now to retell the same old jokes he'd told for 30 years? Who now to imitate the long-gone Swedish-inflected accents of Farfar, Farmor and the sounds & smells & sights of his youth so vividly you'd hear, taste, see, smell & swear that you were a mischievous lanky, blonde-haired boy growing up in 1930s-40s immigrant Boston? Who now to relate what it felt like seeing

the flash of ground fire while flying through puffs of antiaircraft shot as it came toward you, rocked your fighter, knowing that the next or the next shot carried your fate? Who now to talk of St. Exupery, of forgotten Latin, of gardening, of opera, of obscure poets?

Looking across our yard I can now see that Dad's old ladder is fully extended, aimed at the heavens. Oh Dad! If what they say is true, it seems you met your fate falling from the sky, sharing that same final trajectory of stars and airmen!

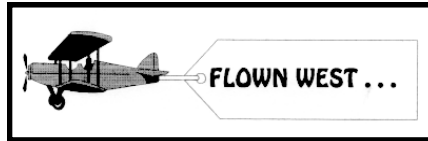
To you who loved him and made his life the joy that it was. Thank you. For my Mom, Teddy & me now only unimaginable sadness and silence. And an empty chair at the head of our table.

With greatest pride & tears,

-- *Thomas Hans Tobiason,*

eldest son of Captain Kenneth F. Tobiason & luckiest son & brother in the world





RAY E. SMITH	1/02/2006
CHARLES F. GAASCH	3/06/2006
BRUCE B. FULLER	3/11/2006
RONALD L. JANKOVSKY	3/13/2006
KARL V. BECKLE	3/15/2006
WILLIAM F. MC GRATH	3/21/2006
ROBERT L. JONES	3/22/2006
DAVID B. STEWART	3/22/2006
GORDON L. PUCKETT	3/27/2006
ALBERT F. BRAGG	3/28/2006
LLOYD E. COOLEY, JR.	3/29/2006
WILLIAM H. DRENNEN, JR.	5/07/2006
CHRIS G. PATTERAKIS	5/09/2006
DENNIS DANIELS	5/12/2006
OLIVER HAZARD PERRY	5/12/2006
DONALD B. MAINWARING	5/12/2006

Indicates Non-Member



HIGH FLIGHT

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring 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

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

1st Wed. SFO North Bay—*Petaluma Sheraton*
2nd Mon. SW FL—*Olive Garden, Ft. Myers* - 239-417-8462
2nd Tue. San Diego Co—*San Marcos CC*- 760-723-9008
2nd Tue. Nov-Apr Treasure Coast Sunbirds—*Mariner Sands CC* - 772-286-6667
2nd Thu. Oct-Apr. SE FL Gold Coast— *Flaming Pit* - 561-272-1860
2nd Fri. PHX Roadrunners—*Best Western En Suites Scottsdale Airport, AZ* - 480-948-1612
3rd Tue. DEN Good Ole Boys— *11:30am American Legion Post 1* - 303-364-1565
3rd Tue. LAS High Rollers—*Memphis Barbecue* - 702-558-9422 or 702-565-7175
3rd Tue. NE FL—*Spruce Creek CC* - 386-760-9736
3rd Tue. Dana Point CA— *Wind & Sea Restaurant* - 949-496-2691
3rd Thu. LAX—(Even Mo.) *Hacienda* - 310-821-6207;
3rd Thu. LAXV—(Odd Mo.) *Mimi's, Chatsworth* - 818-992-8908
3rd Thu. Ohio Northcoasters—*TJ's Wooster* (Always coed.) - 440-235-7595
3rd Thu. SEA Gooneybirds—*Airport Marriott* - 425-702-0989
3rd Thu. So. Oregon (MFR)—*Pony Express, Jacksonville* - 541-245-6896
3rd Thu. TPA Sundowners—*Daddy's Grill* - 727-787-5550
Last Thu. Hawaii Ono Nenes—*Mid Pacific Country Club*

Bi-Monthly Scheduled Lunches

1st Wed Mar, Jul, Nov. Chicago Area—*Itasca CC* – 630-832-3002
2nd Tue Jan, May, Sep. McHenry (ORD)—*Warsaw Inn* – 815-459-5314

Quarterly Scheduled Lunches

3rd Wed. Jan, Apr, Jul, Oct. Washington Area—*Westwood CC* - 540-338-4574

Semi-Annually Scheduled Lunches

March 30, 11am,---*Tucson Country Club*—520-797-3912

Deadline: June 21, 2006

Mailing: July 5, 2006



PERIODICALS

RUPANEWS

**1104 BURKE LANE
FOSTER CITY CA 94404**

PLACE LABEL HERE

\$25 Subscription renewal date on label