



RUPANEWS

Journal of the Retired United Pilots Association

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July, 2006



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PRESIDENT'S MESSAGE

Last month I put out a plea for local volunteers to help with the 2007 convention which will be held in Seattle. As usual, two old reliables, Laurie and Dick Anderson, (maybe I shouldn't have said old) immediately contacted me and said they would be willing to help as much as they could, but they spend many months on Maui each year. They spearheaded the 1995 Maui Convention that was so successful. They had some suggestions, one of which was the *Boeing Future of Flight Aviation Center*, which is number one on our list, plus the *Seattle Museum of Flight and Boeing Red Barn*. A couple of other suggestions were a *Woodinville* wineries tour and the *Auburn Mall* for the gals to go shopping. This is a start.

Ron Jersey, our Convention Sites Chairman, and Rich Bouska will be making arrangements for the hotel so you don't have to concern yourselves with that problem.

In regards to the hotel, we would like to take a straw poll in order to get an estimate of how many people would be staying at the hotel. Please contact Ron via the phone number or email address listed below, or call our 800-787-2429 number. It is **really essential** that we get this estimate as soon as possible. Remember, this is an estimate and you are not locked in. So please help us in this regard even if you are a "maybe." It will only take you a few minutes to notify us which will save us many hours of work.

What we urgently need are more ideas for special attractions that the members can tour during the day and onsite help. I know there are a lot of very interesting things to see and do in and around Seattle. Come on guys and gals, put on your thinking caps and jump in and help us put on the best convention we've ever had!! Please forward all those brilliant ideas and suggestions to:

Ron Jersey
3 Pheasant Lane
Gorham, ME 04038-2253
207-839-6943
ronaldjersey@aol.com

One of RUPA's most loyal Folders & Stuffers, Sam Patrick, flew west last month. Sam worked at SFO as an electrician and his wife, Vilma, had worked at SFOFO in Flight Records. We have many ground people who worked in Flight Ops who are F & S'ers.

Sam was born and raised in Alabama and wanted his remains buried there. We found that United will furnish free transportation of the remains of a United retiree to the city they serve that is closest to the final destination. Here is the information needed should any member desire to take advantage of this service.

We called UAL Benefits (888-825-0188) who directed us to call, 800-468-1800. The person at that number said you would need the employee's file number, a letter from a Station Manager, and that you must work through a mortuary.

I've had several inquiries from members requesting the information on the Portland and Seattle Travel Desks. Here is the information. I have cut it out and keep it in my wallet.

Seattle Retirees' Travel Desk:

1-888 UA6-DESK or 1-888-826-3375
Mon, Tues, Wed, Thu, 10:00am to 2:00pm PST
SEA Retirees in the FREE calling areas,
Please use 206-433-4218

Portland Retirees' Travel Desk:

1-888-278-7038
Mon, Wed, Fri, 10:00am to 2:00pm PST

Here's hoping to hear from all of you soon!

Cheers, *Cleve*

DANA POINT RUPA LUNCH

The blue umbrellas were put to good use on a warm day at the Harbor. Summer is on and several members are off traveling. Park Ames checked in saying he was off on a three weeks driving trip which will get him to Chicago and on to Colorado's Estes Park for a family reunion.

Carlos reported that Tony Testa is back at home and is holding steady with his cancer and prostate problems. One more operation on his urinary track is coming up soon... Phone call to Tony found him sounding good and glad to talk about airplanes and the early days in Panama.

On deck were; Carlos Bernhard, Walt Bohl, Bob Brockmeier, Pete Hansen, Jack Healy, Rick Hoefler, Ed Judd, Jerry Meyer, Bill Meyer, Bill Rollins, Bill Stewart, Ted Simmons, and Joe Udovch.

Bill Stewart brought some info taken from www.marketwatch.com on the U.S. pension peril growth. "The PBGC originally aimed to protect workers' pensions from corporate meltdowns. Thirty-two years later, it has become a tool for executives trying to ease long-term burdens on companies working to get out of bankruptcy.

Marketwatch has a lot of updated info including an interesting video report by one of our retired pilots Tom Martin.

Want to try something different, try a SUDOKU puzzle from the paper... Carlos says they are easy once you get on to them. Easy? Then why do they give them a difficulty rating?

Regards **7ED**

DEN GOOD OL' BOYS

The third Tuesday of June fell on a delightful day, and may have worked toward our detriment, as it was too nice a day to be confined indoors. At any event, one of our wives-invited meetings occurred and was called to order as scheduled. Happy hour was reported to be a rousing success, and the vittles met with universal approval.

After two attempts at humor, the boring-business-meeting cast no worthwhile illumination on any problems, so guests were introduced. We were pleased to note Judith Gates among our number. A request was made for infirm or final flights west, and Tom Hess took the floor to report the final flight of Jack Russell, who went west on Mar. 22, from heart failure. He was laid to rest at Ft. Logan military cemetery in a semi private ceremony attended by family and close friends.

Jim Krasno took the floor to briefly update those assembled about the status of the recent loss of our lawsuit and the likely upcoming appeal.

There being no further business, the meeting devolved into socializing and fertilizer slinging, which proceeded with verve and élan.

The sign-in sheet recorded the presence of the following: Steve Pahs, Pete Cecchinelli, Bob and Adele Sannwald, Bill and Eve Hoygaard, Barry and Marianne Edwards, Tom Hess, Bill Bates, Joe and Marcee Kennedy, Bill and Mitzi Fife, Rick and Kaye Madsen, Gail and Casey Walker, Ann and Bob Blessin, David Horwitz, Jack and Angie Davis, Judith Davis, Fritz and Judy Meyer, Hal and Janet Meyer, Ralph Wright, Charles and Sandy Fellows, Dick Shipman, Don and Chris Johnson, Jim Harris and Jan Austin, Stanley Boehm, Al Snook, Jim Krasno, Russ and Pat Ward, Bob Stemple, Art Wallace, Bob and Mary Crowell, Doug McLaughlin, Al Dorsey, and the humble scribe and coordinator, *Ted Wilkinson* along with his bride, Rose.

RUPA CRUISE UPDATE

There is still room for a few more RUPA members on the cruise. In fact you can bring your friends and neighbors too. The prices have been reduced slightly from what is printed on the sign-up sheet. Call Jerry for the latest. We have a hotel lined up in the New York area so we all can gather the day prior to the cruise and have transportation to the ship. See "Cruise News" below.

John Anderson
Rich and Georgia Bouska
Mr. and Mrs. George Compton
Jim and Nanette Day
Tom and Joyce Grey
Nathan and Eleanor Hall
Don and Sharon Jackley
Ronald and Marie Jersey
Ken and Laura Knight
Dave and Mary Lou Mackie
Dick and Aud Mitchell

Jim and Norma Nugent
Kent and Chris O'Brien
Bill and Pat O'Connell
Pat and Marion Paterson
Jerry and Sharon Poulin
Ned and Rae Rankin
Mr. and Mrs. Lynn Smith
Tony and Elizabeth Stallings
John and Linda Stewart
Dean and Julia Weihe

Rich Bouska

CRUISE NEWS

For those of you who would like to arrive a day early for the cruise, a hotel has been arranged near JFK. It is currently a Radisson Hotel but is in the process of changing to a Doubletree. Planned changeover is July, 2006. The rate for the room is \$129/night. When you call reservations, indicate you are with RUPA. Any calls before July will be answered by the Radisson JFK. Their telephone number is (718) 322-2300. If you have any problems, contact me at ronaldjersey@aol.com.

Directions: There is shuttle service from JFK. If you are arriving at LaGuardia, there is a shuttle service to JFK where you can pick up the shuttle to the hotel. For more info on the hotel, their website is radissonjfk.com

Ron Jersey

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.

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
Gsp@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

JOE CARNES NW ILLINOIS RUPA LUNCHEON

On Tuesday May 9th 2006 the Joe Carnes NW Illinois RUPA Luncheon was held at the *Warsaw Inn* McHenry IL. Had 71 in attendance with several attending for the first time. Milt Jensen again was the MC. He keeps trying to retire from the job but his fans won't let him. Bernie Sterner gave the group information concerning the payments from United concerning the unqualified part of the pension.

In attendance were:

Don & Joan Anderson, Leroy & Eva Bair, Ken & Muriel Bergsma, Dale & Glenys Bird, Ted & Dolores Bochniarz, Jim Boyer, Tom Boyle, George & Cathy Braum, Neil & Vicki Bretthauer, Jim Burnham, Larry Cabeen, Phyllis & Phil Capuzelo, Bill Cherwin, Ron Cubberley, Denis & Sandy Darida, Bert Depner, Jim Downing, Thomas Franklin, Jim Gesler, Bob Helfferich, Mike Hepperlen, Jim Higbea, Paul Hubbert, Jim Huemann, Milt & Ina Jensen, George Keller, Bob & Carolyn Kelly, Les Kero, Frank Kilgore, Doc & Dee Manny, Dave Manzel, Tom McClellan, Rob McCutcheon, Bob & Shirley Moncur, Ceil & Bill Myers, Claude Nickell, Jim & Jan Noble, George Pylawka, Ole Sindberg, Bernie & Rachel Sterner, Joan Thompson, Howard Thompson, Bill Thompson, Lyman Walter, Tom Wedel, Woody Woods.

LOS ANGELES SOUTH BAY LUNCHEON

Thirteen showed for lunch yesterday. The Valley contingent did not show, but who can blame them with gas prices and the 405 freeway is now the 405 parking lot.

Good time and many stories shared by Jim Turner, Shirley and Jack Hanson, Sue Ross, Walter Allbright, Loyd Kenworthy, Judy McCracken, Margaret Barnard, Joe Swensen, Jim Matheson and yours truly.

Best wishes. *Rex May*

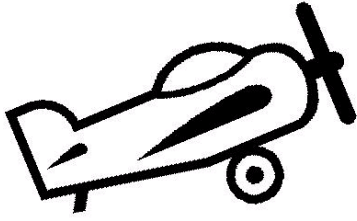
LEESBURG BREAKFAST GROUP

Hey Ted, there is a group meeting in Leesburg, Va. for breakfast on the first Friday of each month. 0900 at the Bob Evans where they set us up in a back corner and treat us very well. On June 2nd, Jack Evans, Herb Pettit, Ferg Faunce, E.K. Williams, Bud Ruddy, Roy Liggett, Billy Davis, Tom Coffey, Al Buff, Dave Anderson, Michael Bennett, Earl Jackson, Sim Stidham, Dave Malone, Charlie Schwab (PAA/DAL) and our host/leader Gary Cook.

ERW

United Airlines Retired Pilots Foundation, Inc.

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



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.

THE GLORY DAYS ARE OVER

BY BARRY SCHIFF (From AOPA Pilot, June 2006.)

At least we remember the Glory Days!

Barry Schiff retired from TWA in 1998 after a 34-year career with the airline.

I have been agonizing over the topic of this column for a few years, not knowing if I should publicly air my personal thoughts. Not to do so, I finally concluded, would be intellectually dishonest. So at the risk of attracting flak, here goes.

I was hired as a pilot by Trans World Airlines in 1964. This was during the glamour years that began after World War II. Airline salaries were rising, working conditions improved with every contract renewal, and airline pilots earned approval and respect from every quarter. On international flights, airline pilots were treated like royalty.

No one working for Pan American World Airways or TWA during this period could possibly have anticipated the demise of their airlines. These were cultural icons of the twentieth century. At one time, TWA's logo was the second most recognizable in the world (Coca-Cola's was the first).

The death knell for this era sounded on October 24, 1978, when President Jimmy Carter signed the Airline Deregulation Act. The merits and demerits of deregulation aside, the long-term result for pilots was etched in stone. There would be an erosion of wages, working conditions, pensions, and job security.

Things got worse after the terrorist attacks of 9/11. Because of the need for additional security, airline pilots are locked in their cockpits behind bulletproof doors and suffer the indignity of coordinating trips to the lavatory with flight attendants.

The glory years are gone.

I could not have been prouder when my son Brian was hired by TWA in 1989. Although conditions had declined since the airlines were deregulated, being an airline pilot was still a great job. He upgraded to captain on the Boeing 727 11 years later. Although thrilled to be in the left seat of a jetliner for a major carrier, he worked harder and earned a smaller salary than I did many years previously.

TWA was assimilated by American Airlines in 2001. During the next two years Brian went from left seat to right seat to the street. He had been furloughed and eventually found a job flying Learjets for a Part 135 operator. He now flies as captain of a Canadair Regional Jet for a commuter carrier.

Like thousands of others who have been furloughed from the majors, he has no idea when he will be recalled. Considering that American is reducing its need for pilots by contractual increases in pilot productivity and outsourcing many of its shorter, thinner routes to commuter carriers, it could be many years before Brian again sees an American Airlines' flight deck. Another of my sons, Paul, began to satisfy his desire to become an airline pilot in 2000 when he was hired by Trans States Airline, a company that operated TWExpress, US Airways Express, and American Connection. Paul bounced between all three and discovered after 9/11 that he was not making headway in accruing seniority.

After four domicile changes, he opted to leave Trans States and obtain a more promising position with United Express. He worked there for three years, during which he had as many changes in domicile, and discovered that the most he had earned after six years as a commuter pilot was less than \$30,000 per year. He again foresaw little potential for a career like I had and with great mental anguish opted to change professions.

Paul recently started a pet-supply company, gets to spend every night in his own bed, and has an opportunity to develop a social life. As an airline pilot gone from home 21 days a month, he had little opportunity to meet someone with whom he might like to share a future. When he did meet someone, he had neither the time nor the money for dating.

Paul says, "It is relatively easy to get a job with a commuter carrier, but not because these carriers are losing pilots to the majors; they are not. The attrition rate at the regional level is high because so many pilots reach their limits of endurance and quit. They find it too difficult to live on starvation wages [especially those with families]. There usually was nothing left in my wallet after shelling out for commuting and crash-pad expenses."

Although these are anecdotal experiences, my frank and personal discussions with numerous other airline pilots corroborate my feelings about the state of the airline industry. I can no longer encourage aspiring airline pilots without first ensuring that they understand the treacherous and daunting journeys typically required to reach for such lofty goals.

Do not misunderstand. Coping with the challenges of weather, communing with nature in a way that only pilots can appreciate, and maneuvering a sophisticated aircraft from one place on Earth to another remains a stimulating and gratifying endeavor (although I think it was more fun with less automation). It is the price one must pay to get there that is so discouraging.

I frequently am asked for advice about becoming an airline pilot. The best advice I can offer those determined to endure the rigorous hardships often required is to simultaneously develop a sideline vocation that can be used in case of emergency. A pilot should never get into a position that is totally dependent on income from an airline.

Does the end justify the means? Does becoming a captain for a major airline justify all that must be endured to get there? Perhaps, but surviving long enough to get there is the problem.

A PERSON CHECKS INTO A HOTEL FOR THE FIRST TIME IN HIS LIFE

A person checks into a hotel for the first time in his life, and goes up to his room. Five minutes later he calls the desk and says, "You've given me a room with no exit. How do I leave?"

The desk clerk says, "Sir, that's absurd. Have you looked for the door?"

The person says, "Well, there's one door that leads to the bathroom. There's a second door that goes into the closet. And there's a door I haven't tried, but it has a "Do Not Disturb" sign on it."

A traveler pulls into a hotel around midnight and asks the clerk for a single room. As the clerk fills out the paperwork, the man looks around and sees a gorgeous blonde sitting in the lobby. He tells the clerk to wait while he disappears into the lobby. After a minute he comes back, with the girl on his arm.

"Fancy meeting my wife here," he says to the clerk. "Guess I'll need a double room for the night."

Next morning, he comes to settle his bill, and finds the amount to be over \$3000. "What's the meaning of this?" he yells at the clerk. "I've only been here one night!"

"Yes," says the clerk, "but your wife has been here for three weeks."

SUMMER TRAVEL REMINDERS

With a record number of customers expected to fly this summer, space available travelers can check the following travel rules listed on SkyNet, under Travel News, for important information.

Here's a snapshot of what you'll find:

* Embargos During summer months, United embargoes unaccompanied companion travel on specific flights with projected high-load factors. The embargos do not apply to non-revenue positive space (NRPS) flyers traveling on company business. However, employees should evaluate if company business travel can be rescheduled to avoid embargo periods. To view the embargo information, click on the new "Embargo Information" link under Travel Information.

* Vouchers Non-revenue space available (NRSA) and NRPS travelers are not entitled to hotel and meal accommodation vouchers, international goodwill vouchers and SkyKit cards -- distributed to revenue customers by Customer Service and flight attendants during irregular operations.

(Customers use SkyKit cards and goodwill vouchers to receive compensation for inflight service issues.)

* Travel dress code: Whether traveling NRPS or NRSA, these guidelines clarify the dress code. Additional dress code details can be found in Series 10 Travel Benefits Regulations. Other airlines may have different rules that can be found in the interline section of the SkyNet Travel homepage, by airline.

THERE IS STILL SPACE ON THE WALL OF HONOR

Even though we have 1433 names on the RUPA Panel at the Wall of Honor, there is still room for more names. If you wish to place your own name or the name of a fellow RUPA member on the Wall, contact me for the proper forms. Many of the individuals named on that panel are no longer with us. They have Flown West as have the crew members we honored lost on 9/11, on flights 93 and 175. We have also honored the 65 charter members who formed our organization.

RUPA has far more names on its panel than any other group. We are the only airline to honor our members. There are less than 100 spaces left. If you wish to be included, you may contact me at 925-443-4339 or by email at rbouska1@comcast.net.

Submitted by *Richard C. Bouska*

RHYMES WITH ORANGE *Hilary B. Price*



NORTH BAY RUPA LUNCHEON

A pleasant June afternoon was the setting for the monthly luncheon meeting of the North Bay RUPA group on June 7th, the first Wednesday of the month. Topics covered ranged from Larry and Dee Whyman's newly installed solar/electric system, which led to a good question and answer session, to Barney Hagen's invitation to all to attend the Pacific Coast Air Museum's "Wing's Over Wine Country 2006", to be held August 20/21 at the Charles Schultz (Sonoma County/KSTS) airport. [Http://pacificcoastairmuseum.org/](http://pacificcoastairmuseum.org/).

John Bacysinsky, who couldn't attend, sent brochures for the 43rd annual Reno National Championship Air Races and Show, coming up September 13th to 16th, filled with lots of info. Larry Whyman also brought copies of his excellent 737 CD for those who desired one. Thanks, Larry! Latest from URPBPA was passed around, along with the pics of the AA 767 at LAX that threw parts from a HPT on #1 engine thru some portions of the aircraft, into engine #2, and ignited a fuel-fed fire. (possibly a hull loss), also the NTSB report of the deployment, shortly after takeoff, of the left off-wing slide, (not inflated), on a United 757-200 at PDX. (no injuries or adverse control problems reported). Most of the latest scuttlebutt was repeated and spread, from the "merger" rumor, to uaua's rather proud announcement that they had "jumped" to #6 on the list of airlines with the least complaints'...#6 out of 7...

In attendance: Bill McGuire, George Hise, Sam and Mickie Orchard, Al Milotich, Leon Scarbrough, Barney Hagen, Don Madson, Wayne Heyerly, Tom Rhyme, Sam Anderson, Bill Greene, Larry Whyman, Dick Smith, Ron and Audrey Perry, J.R. Hastings, Buddy and Alice DeCosterd, John and Sharon Candelo, Al Fink, Deke Holman, Bob and Doris Donegan.

Invitation is always out for any friends in the area on the first Wednesday of the month!

fatherdon@aol.com

NORTH COAST FLIERS / THE CLEVELAND CRAZIES

Once again our annual summer gathering was blessed with absolutely grand weather and good friends. And on a personal basis, St. Carol, the Tolerant, had done an absolutely super job outside, and the house looked great.

Here for the festivities were John and Jo Ann Pinter, with the promise of another Christmas party, Dave Fuller, with the promise of IRS help for all, Bob Olsen, with the promise to honor his work release program, Tom Gordon, enroute to Air Boss the Akron air show, Joe and Vickie Getz, Rick and Ronnie Ogden, Dick and Mary Lou Sanders, Robert and Shirley Curtiss, Dan and Bev Seiple, Dick and Joanne Orr, Victor and Brigitte Popelars, George and Jane Bleyle, with promise of more sea stories, Dee Kraft of Opns and In Flight, and Carol and myself with the promise to do it again next year.

More food than you might imagine and well and thoroughly handled by all. Much good fun, several good stories, some bragging and a modicum amount of griping about the present financial situation. All that and a general round of applause to those of you at URPBPA to whom we owe so much. Many thanks for your efforts on our behalf.

A number of regulars were sorely missed due to conflicts and we hope to see them and any of you who wish to join us at *TJ's* restaurant in Wooster on the third Thursday of each month. That will be the 20th of July.

Just remember there is only two and a half years left until the PBGC has promised to have our pensions sorted out. Have a great summer and stay out of the sun.

Richard McMakin

THE MEDICAL TEST THAT CAN KILL YOU ... AND THE SAFER ALTERNATIVE

If you have a blocked artery, most doctors will determine its severity by doing something called a cardiac catheterization ("cath"). To do this procedure, the doctor sticks a tube into your femoral artery at your groin. He then winds it into your aorta and heart. Once there, he squirts in some iodine-based dye and takes a motion picture of your arteries.

Unfortunately, this procedure is quite dangerous. It can cause a serious sudden rhythm disturbance and cardiac arrest. You can even suffer a fatal heart attack! But now there's a new technology that can diagnose disease more accurately. And it's completely non-invasive.

The manufacturer calls this technology multi-slice computed tomography (MSCT). It's a major advancement in CAT scanners. It takes wafer thin image slices of segments of your arteries. And it's so accurate it has very few false readings.

A recent study examined 103 patients with known heart disease and looked at 1,384 arterial segments. In 95% of the segments, the MSCT correctly diagnosed that disease was present. And the false positive rate was only 2%.

In the study population, 98% of patients had significant probability of disease. An editorial that accompanied the published study said that if the researchers had used MSCT as an initial diagnostic test, more than 40% of the group could have avoided unnecessary invasive angiography.

This is good news for those (like me) who are dead set against the indefensible rise in catheterization use. With a high probability that it will find your disease, and a low possibility that it will falsely tell indicate that you have disease, I hope this technology will become a first choice and put the invasive procedures out of business.

If your doctor wants you to undergo a cath, ask if MSCT is available as an alternative. If he doesn't have access to this technology, ask him where you can go to get it. If he still insists on a cath, find another doctor who will help you.

Yours for better health and medical freedom,

Robert Jay Rowen, MD

Ref: Journal of the American Medical Association,
May 25, 2005.

LIFE IN SOUTHERN CALIFORNIA

San Diego, California...

A Highway Patrolman pulled a car over and told the driver that because he had been wearing his seat belt, he had just won \$5,000 in the statewide safety competition. "What are you going to do with the money?" asked the policeman. "Well, I guess I'm going to get a driver's license," he answered. "Oh, don't listen to him," yelled a woman in the passenger seat. "He's a smart aleck when he's drunk." This woke up the guy in the back seat who took one look at the cop and moaned, "I knew we wouldn't get far in a stolen car." At that moment, there was a knock from the trunk and a voice said, in Spanish, "Are we over the border yet?"

NY SKYSCRAPERS SPRING LUNCHEON

Nary an Empty Seat at the Skyscrapers Spring Luncheon.

The NYSkyscrapers semi-annual Luncheon was held Wednesday June 14, 2006, at the Montclair Golf Club, in New Jersey. The 78 of us in attendance were guests of club members Jack and Liz Smith.

Raffles were held to raise money for the United Airlines Retired Pilots Foundation, which provides assistance to those pilots and/or their spouses whose income has become insufficient to provide them with a minimal standard of living. A check for \$880 will be sent shortly to the foundation. No shortage of generosity in this group.

Raffle prizes consisted of 2 United Retiree ball caps, 2 pairs of handmade ceramic mugs, two United sweatshirts, a United 777 Model airplane, and also included the following contributions: a bottle of Jack Daniels from John and Linda Stewart, a United 747 model airplane from Hank Lopez-Cepero, and 2 baskets of homemade wine and homemade garlic jelly from Skip and Billie Fairman.

First-time-in-a-long-time attendees included Winnie Balboni, Bob Carey, Jim Colligan, Ray and Jim Foreback, Rich Granger, Jim Pifer, and Steve Scott.

Steve Scott drove all the way up from Annapolis, MD; and George Williams drove 3 1/2 hours from Amherst, Mass.

Not attending but sending their regrets were Ben Conklin Sr, Roger Cawford, Jim Davis, Joe Guccione, Kathy Guilfoile, Doug Horne, Koop Koopman, Matti Kosonen, Ron Krilla, Joan McIntosh, Denny Morell, Ken Perkins, Bob Scott and Morrie Wiener.

At the reception desk, successfully remembering everyone's names as they checked in and goading them into buying raffle tickets were Ken Ernst, Ray and Jan Foreback, Bob Beavis, Tom Purrington, and Hank Lopez-Cepero. And Bob and Hank also volunteered to draw the raffle winners from a bag of tickets, distribute the prizes, and entertain the troops with their gifts of gab.

Bob Carey, retired FOSR, brought his infamous photo albums of JFKFO retirees and gave a puzzling gift to Bob Beavis. The gift was a United Retiree ball cap, with a screw lodged through the United emblem. Wonder what he could have had in mind?

Since *Manero's* has closed its doors, either we find a replacement location in the Greenwich (CT) / Westchester (NY) area, or we start holding both spring and fall luncheons at the *Montclair Golf Club*. Reviewing the number of folks attending luncheons at only one of the two locations indicates that the *Montclair Golf Club* location is easily the favorite. Your opinions about locating the fall luncheon are welcome.

And finally, here's the list of those who joined us for lunch:

Ray and Sharon Amato, Howie Aronson, Winnie Balboni, Bob Beavis, Bud and Mary Berlingeri, Ray Bernosky, Bill and Lou-Jane Bickert, Jim and Betty Brady, Frank Calderaro, Bob Carey, Jim Colligan, Jan and Patty Conover, Ed DeChant (plus his dad Bernard, and friend Martin Barnes), Frank Decker, Ron Denk, Bob Eccles, Wayne Erb, Wes and Sallie Erbe, Ken Ernst, Skip and Billie Fairman, Ray and Jan Foreback, Jim Gardner, Dorothy Gates, Rich Granger, Al Heller and Judy Barteau, Jack and Glinda Hill, Carol Hooey (Bump Hanley's daughter), Jody Kraly, Bruce and Rose-Marie Kutz, Jim Lattimer, Harry and Jane Lloyd, Hank Lopez-Cepero, Don and Carol Matheson, Chuck Melborne, Augie and Margaret Miller, Al Mitchell, Bill Muller, Rip Munger, Dave Ormesher, Jim Pifer, Charlie and Bobbi Pocher, Tom Purrington, Ned and Rae Rankin, Jerry Schlichter, George Schnell, Steve Scott, Jack and Liz Smith, Irv Soble, Pete Sofman, John & Linda Stewart, Watts and Phyllis Waddell, Jay and Kay Weeks, George Williams, Lyn Wordell, and Jim and Millie Wright.

Hope to see you all at one of our future luncheons.

Pete Sofman

NYArea Rep and Luncheon Coordinator
rupapetesofman@optonline.net

WINNERS AND LOSERS

THE AERONAUTS WHO LACKED THE WRIGHT STUFF

A flying machine, in 1903, ranked with a perpetual motion machine—something that could never be practical, except to sell to rubes who had already bought a piece of the Brooklyn Bridge. Just in case, Congress had bet \$50,000 on the distinguished scientist heading the Smithsonian Institution, Samuel P. Langley.

Langley had been building increasingly larger flying models. One steam-powered plane with a 13-foot wing span had flown three-quarters of a mile. Another of the same size with a gasoline engine had flown 1,000 feet. Finally, Langley built a full-sized plane with 42-foot wings and a 52.4-horsepower engine.

In October, 1903, Langley's assistant and would-be test pilot, Charles M. Manly, tried to fly it off a launching track on the roof of a houseboat anchored in the Potomac River. Something went wrong and the plane nosed immediately into the river. Although the plane was damaged, Manly swam free, unhurt.

Meanwhile, two brothers who ran a bicycle shop in Dayton, Ohio, also were struggling with the problem of getting a gasoline-powered aircraft off the ground. According to popular legend, Wilbur and Orville Wright were uneducated tinkerers who got lucky. Actually, the Wrights succeeded by being more scientific than the scientists. Experiments with gliders revealed errors in the published data on the lift power of wings. So they built their own improved wind tunnel to work out their own lift tables. They tested more than 100 wings of various shapes and sizes.

Still, Dr. Langley knew a good deal about lift. His pilotless planes had flown well enough. He had a lightweight engine that delivered enough power. And if courage were a factor, his test pilot had more than enough. Although the previous attempt to fly had ended in a crash, Manly was all set to go again on Dec. 8, 1903. Expecting to succeed, he fastened a compass to his left leg so he could be sure of steering back to the starting point.

Manly revved the engine. The repaired plane lurched forward on its launching track. Just as it rose into the air the guy wires connecting its tail and rear wings snapped. The plane swooped upward, turned over and crashed into the icy river.

The pilot found himself trapped underwater with his cork jacket snagged on the cockpit fittings and 850 pounds of wreckage above pushing him toward the bottom of the river. With a desperate lunge, he ripped the jacket in two and swam underwater until he thought he was clear of the plane. He escaped the tangle of wires and struts only to bump his head on floating ice. He dove again with bursting lungs to reach open water and a rescue boat.

With dry clothes, a hot drink and a little time to get over his fright, intrepid Manly might have signed up for yet another attempt to fly Langley's plane. The enterprise seemed so close to success. But Langley had spent his budget. And only nine days later came the discouraging news that the Wright brothers had flown at Kitty Hawk.

The Wrights selected Kitty Hawk for their experiments because the Outer Banks of North Carolina enjoy a strong, steady southeast wind off the ocean in the summer. Gliders could be launched into the wind from the high dunes and land in soft sand without smashing into buildings, trees or rocks.

To the Wrights came the inspiration of rigging the wings so they could be warped to alter the angle of attack. This varied the lift force. Later, the brothers added a movable vertical rudder. This system of control eluded all earlier aeronautical pioneers, including Langley. (In 1984 designers of small turbojets resumed experiments with an anti-stall feature originated by the Wrights.)

As the 1902 test season ended at Kitty Hawk, a Wright glider equipped with the new control features broke all the records for gliders: the longest time in the air, the longest glide, the smallest angle of descent and the highest wind velocity—more than 30 miles per hour. All that remained was to attach an engine.

During the winter of 1902-1903, the Wrights built a 150-pound engine in their bicycle shop. Their wind tunnel experiments suggested to them that all previous propellers had been poorly designed for flying. The familiar ship propeller pushed against water. On an aircraft, the propeller was essentially a whirling wing. Its forward edge should develop lift like the top surface of a fixed wing. They worked out the data, then whittled propellers of the most efficient shape out of spruce with a hatchet and a drawknife.

Worrying about the effects of torque, they rigged two propellers rotating in opposite directions. The chain-and-sprocket drive from the engine to the propellers demonstrated the plane's bicycle shop ancestry.

Today, a National Park museum marks the spot where the Wright brothers achieved the first powered flights in history. Stone markers in the sand show the distances achieved as Wilbur and Orville took turns at the controls—120, 175, 200 and 852 feet. The front rudder was damaged on landing after the longest flight. While the Wrights were elatedly discussing their triumph, a sudden gust of wind turned the plane over and damaged it further. The plane never flew again—until Neil Armstrong took a swatch of the wing fabric with him to the Moon.

Achieving the historic first flight was only the beginning. Wilbur and Orville, for a short while the only airplane pilots in the world, had less than two minutes flying time between them. They built another plane like the first one, with a better engine, and spent the summer of 1904 practicing over a 100-acre meadow near Dayton. They had to learn the hard way to avoid sharp turns and stalling out. It was September before Wilbur managed to take off, fly a complete circle and land without mishap at the point of take-off.

The Wrights began to seek government backing to develop their invention. Langley, who came so close to hatching the first eagle, now innocently became an albatross. Since he had failed to put a pilot in the air even with a large congressional appropriation, War Department bureaucrats decided no one could—even though by 1905 the Wrights were flying up to 39 miles before the fuel gave out.

The Wrights built a bigger plane with room for a passenger and shipped it to Paris. In 1908, with everyone in France who was interested in aviation watching—including Louis Bleriot, who would fly the Channel within a year in a plane incorporating Wright patents—Wilbur circled in the sky for over two hours. He won a Michelin Prize worth 20,000 francs and signed lucrative contracts with both French and British interests for the production of aircraft.

As recently as 1903, the New York Times was ridiculing Langley's unsuccessful experiments. Only five years later, aviation had progressed from a seemingly impractical dream to a proposition that interested the smart money.

SW FLORIDA RUPA

APRIL 10, 2006

There was a good turn out for the last meeting of the season here in SW Florida. Thirty-four members and guests were present even though the immigration demonstrations threatened to disrupt business in the area. All of the *Olive Garden* workers had reported for work.

Featured speaker, Mr. James Voss, CPA and financial advisor alerted the group to several tax and financial pitfalls, as well as advantages, to be aware of. Mr. Voss's theory of financial security is one of conceptual trending over the long term, rather than trying to pick winners over the short term. Jim says that out of ten stock pickers, two may get it right but eight do not. Hummm... I've been there done that! Been part of the eight, that is!

The treasurer reported that with this meetings prize and other expenses, the treasury would be zero. This is so money will not have to be accounted for over the summer. We will resume our regular meeting on October 9th, 2006. Have a safe and enjoyable summer!

Attending: Wallis Alves, Neil Bretthauer, Gene Chapman, M/M Rip Curtis, Ray Hill, James Howard, Skip Irwin, Don Kincaid, M/M Wesley Leighton, Faith Osborn, James Sutton, Mamie Thompson, Ellis Van Alstine, Earl Walsh, M/M Ray White, M/M Ed Riehl, Harvey Hallburg, Don Kyte, Jack Taylor, M/M James Druyor, James Rigsbee, Ralph Mikulich, Guest Wayne White and Guest speaker Mr. James Voss.

Truly, *Gary and Janice Crittenden*

THE INLAND EMPIRE RUPA LUNCHEON

A historic first for RUPA in the Pacific Northwest. The Inland Empire RUPA met for a luncheon and social for the first time at the *Davenport Hotel* in Spokane WA, May 23, 2006.

We had a short time of personal introductions to get acquainted, then decided we would meet semi-annually in May and November. Vic Hanson had invited us to see some antique aircraft, mainly a Boeing 40, which is being built from plans from Boeing, however, Vic had to leave, due to illness of his wife. Bill Denhart told us about the Armed Forces and Aerospace Museum that will be built at Spokane International airport in the future, and invited us to become members in the project. Don Owens volunteered to be the keeper of records and reporter to the *RUPANEWS* in the future. Don also invited all pilots to the fly-in at the Twisp, WA airport On July 1&2.

Present on Tuesday were: Bill Denhart, Robert and Norma Smith, Roger Tompkins, Vic Hanson, Jerry Shea, Don and Pat Owens, Ken and Barbara Danielson, Dick and Darlene Markee, Frank Vancini, William and Lois Stookey, Bill Scholes, Charles and Juanell Brennan, Rod Lyons, Charles Ryan, Dan Wynia, Jake and Cheryl Nelson.

Jake

<p>United Airlines Historical Foundation</p>

<p>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</p>
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THE FUTURE OF AIRLINES IN AMERICA

Attendant: Welcome aboard Ala Carte Air, sir. May I see your ticket?

Passenger: Sure.

Attendant: You're in seat 12B. That will be \$5, please!

Passenger: What for?

Attendant: For telling you where to sit.

Passenger: But I already knew where to sit.

Attendant: Nevertheless, we are now charging a seat-locator fee of \$5. It's the airline's new policy.

Passenger: That's the craziest thing I ever heard. I won't pay it.

Attendant: Sir, do you want a seat on this flight, or not?

Passenger: Yes, yes. All right, I'll pay. But the airline is going to hear about this.

Attendant: Thank you. My goodness, your carry-on bag looks heavy. Would you like me to stow it in the overhead compartment for you?

Passenger: That would be swell, thanks.

Attendant: No problem (grunts). Up we go, and done! That will be \$10, please.

Passenger: What?

Attendant: The airline now charges a \$10 carry-on assistance fee.

Passenger: This is extortion. I won't stand for it.

Attendant: Actually, you're right -- you can't stand. You need to sit, and fasten your seat belt. We're about to push back from the gate. But first I need that \$10.

Passenger: No way.

Attendant: Sir, if you don't comply, I will be forced to call the air marshal. And you really don't want me to do that.

Passenger: Why not? Is he going to shoot me?

Attendant: No, but there's a \$50 air-marshal hailing fee.

Passenger: Oh, all right, here -- take the \$10. I can't believe this.

Attendant: Thank you for your cooperation, sir. Is there anything else I can do for you?

Passenger: Yes. It's stuffy in here, and my overhead fan doesn't seem to work. Can you fix it?

Attendant: Your overhead fan is not broken, sir. Just insert two quarters into the overhead coin slot for the first five minutes.

Passenger: The airline is charging me for cabin air?

Attendant: Of course not, sir. Stagnant cabin air is provided free of charge. It's the circulating air that costs 50 cents.

Passenger: I don't have any quarters. Can you make change for a dollar?

Attendant: Certainly, sir! Here you go!

Passenger: But you've given me only three quarters for my dollar.

Attendant: Yes, there's a change-making fee of 25 cents.

Passenger: For cryin' out loud. All I have left is a lousy quarter? What the heck can I do with this?

Attendant: Hang onto it. You'll need it later for the lavatory.

THE NE FLORIDA GROUP LUNCHEON

The NE Florida group met on June 15 at the *Spruce Creek Country Club* at the Spruce Creek Fly-In. This will be our last luncheon until October when we go back to our every other month schedule third Thursday.

Mark Rutledge from Metro Crime Prevention of Florida gave a very interesting talk. They are a non-profit group of mainly retired law enforcement officers who give presentations to clubs, groups, organizations, schools, etc on personal awareness and safety when out of your house in your cars, malls, parking lots or garages or just outside. It is particularly aimed at the women attending and how and what they can do to protect themselves in these situations. However every thing applied to the men also. He showed us many items available in stores that can be carried and used to help in these situations including pepper sprays and purse alarms. It was very well received by our group. The other Florida RUPA groups may want to look at this group for a presentation.

Attending our meeting were: Mark Rutledge (guest speaker), Lowell & Anne Johnston, Dick & Wilma Russell, Cal & Pat Lancaster, Phil & Marilyn Harman, Steve Chiles, Murray & Ellen Warren, Larry & Janet Horton, Dave Bishop, Ray Vandenheuval, George Norwood, Curt & Susan Simpson.

Sincerely, *Lowell Johnston*

SEATTLE GOONEY BIRDS MONTHLY LUNCHEON

The Seattle Gooney Birds met for lunch at the *SeaTac Marriott Hotel* on June 15th. After lunch, the talk turned to pension matters and the latest court decision which found for the PBGC and the termination of our pensions. That was followed by discussion of the betrayal by ALPA and the voting pilots and testimonials from two recently retired pilots describing their losses, a couple of good jokes, and we adjourned. In attendance were: Jeff Roberts, Chuck Westphal, Jack Brown, Herb Marks, Dick Andersen, John Bley, Eric Malm, Howard Holder, Bill Brett, Ray Hansen, Dave Fahrenback, Ray Dapp, Dave Gardner, Ken Case, Gary Sakuma, and Don Anderson.

GUPPY GATHERING

GUPPY GATHERING (another name for a reunion of 737 pilots and flight attendants who worked on the 737 in the 70's when the airline was stagnant.)

WHEN-September 30, 2006

WHERE-20910 Burndale Road, Sonoma, CA, 95476-9652.

TIME-1PM to 5PM

Questions? Contact Leon & Vicky Scarbrough, 707-938-4575; Vickyjune@aol.com

PLANELY SPEAKING ABOUT CLUTCH STARTS

The F-100 had an interesting ground starting option, a large chamber that received a large gas generating cartridge. When ignited by electrical current, the expanding gas from the black powder-like pyrotechnic cartridge drove a starter turbine which brought the engine up to a self-sustaining rpm via a drive system. This eliminated the need for heavy and bulky ground starting units, but the starter cartridge spewed out a characteristic dense cloud of choking black smoke, which was often mistaken by inexperienced ground crews for an engine fire.

The powder charge for the ground start came in a big sealed can, and on opening and extracting the cartridge, you'd find two small metal tabs on the bottom of the cartridge. These tabs were the electrical contact that fired the cartridge when the pilot moved the throttle outboard on start, before bringing the throttle forward. As soon as a tiny RPM registered on the tach, you brought the throttle around the horn to feed fuel and engine ignition to the rapidly-building engine speed.

Sometimes the big metal receptacle that held the gas generator cartridge would get so dirty from repeated use that the metal tabs wouldn't make contact. Then the cartridge would refuse to fire, and the crewchief would give the starter receptacle a good healthy whack with a chock, usually curing the powder charge of any reluctance to fire. We'd often take a can holding a starter cartridge with us as an alternative starting means on cross-country.

The story is told, one of few that I didn't witness, of John Green going into Memphis, Millington NAS or MCAS, in an F-100 back in the very early seventies. He was met by a couple of young Marine ground crewmen, who asked what kind of plane he was flying. "F-100 Super Sabre" in reply only got him further puzzled looks. One of the ground crew said, "Sir, I don't think we have tech data on this bird. What do you need for start, a huffer or just electrical"?

"Neither one", John came back. "If I can get, oh, about six guys to give me a push to start me rolling, I'll just pop the clutch and get the engine started that way." More and more doubtful looks! "Yessir" was the comeback. What else would a young Marine say?

The Hun was pretty finely balanced on the two main gear struts. When you tapped the brakes, the nose strut compressed so much that the nose took a dip, just like the hood of a car used to when being clutch-started. So now six Marines are standing at the ready, still doubtful but not about to question an Officer on procedure. "Just get me going at about a fast walk", John instructed. "I'll wave you all clear when we're fast enough, pop the clutch and be on my way. Thanks for the good turnaround!"

Six Marines pushing, they quickly get the bird up to a brisk-stepping speed. John waves his arms, and the Marines warily stand well clear. The nose dips as John "pops the clutch", there is a big cloud of choking smoke as the engine whines to life, and off goes Captain Green to the takeoff end of the runway, leaving six puzzled Marines in his wake.

And I would have loved to hear the conversation when, if ever, the next F-100 taxied to the transient line at Millington for a turn!

TRUE STORIES HARD TO BELIEVE

Story Number One

Many years ago, Al Capone virtually owned Chicago. Capone wasn't famous for anything heroic. He was notorious for enmeshing the windy city in everything from bootlegged booze and prostitution to murder.

Capone had a lawyer nicknamed "Easy Eddie." He was his lawyer for a good reason. Eddie was very good! In fact, Eddie's skill at legal maneuvering kept Big Al out of jail for a long time.

To show his appreciation, Capone paid him very well. Not only was the money big, but also, Eddie got special dividends. For instance, he and his family occupied a fenced-in mansion with live-in help and all of the conveniences of the day. The estate was so large that it filled an entire Chicago City block.

Eddie lived the high life of the Chicago mob and gave little consideration to the atrocity that went on around him. Eddie did have one soft spot, however. He had a son that he loved dearly. Eddie saw to it that his young son had clothes, cars, and a good education. Nothing was withheld. Price was no object. And, despite his involvement with organized crime, Eddie even tried to teach him right from wrong. Eddie wanted his son to be a better man than he was. Yet, with all his wealth and influence, there were two things he couldn't give his son; he couldn't pass on a good name or a good example.

One day, Easy Eddie reached a difficult decision. Easy Eddie wanted to rectify wrongs he had done. He decided he would go to the authorities and tell the truth about Al "Scarface" Capone, clean up his tarnished name, and offer his son some semblance of integrity.

To do this, he would have to testify against The Mob, and he knew that the cost would be great.

So, he testified.

Within the year, Easy Eddie's life ended in a blaze of gunfire on a lonely Chicago Street. But in his eyes, he had given his son the greatest gift he had to offer, at the greatest price he could ever pay.

Police removed from his pockets a rosary, a crucifix, a religious medallion, and a poem clipped from a magazine. The poem read:

*The clock of life is wound but once,
And no man has the power
To tell just when the hands will stop
At late or early hour.
Now is the only time you own.
Live, love, toil with a will.
Place no faith in time.
For the clock may soon be still.*

Story Number Two

World War II produced many heroes. One such man was Lieutenant Commander Butch O'Hare. He was a fighter pilot assigned to the aircraft carrier Lexington in the South Pacific.

One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel gauge and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to return to the carrier. Reluctantly, he dropped out of formation and headed back to the fleet.

As he was returning to the mother ship he saw something that turned his blood cold: A squadron of Japanese aircraft were speeding their way toward the American fleet. The American fighters were gone on a sortie, and the fleet was all but defenseless. He couldn't reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger.

There was only one thing to do. He must somehow divert them from the fleet. Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 caliber's blazed as he charged in, attacking one surprised enemy plane and then another. Butch wove in and out of the now broken formation and fired at as many planes as possible until all his ammunition was finally spent. Undaunted, he continued the assault. He dove at the planes, trying to clip a wing or tail in hopes of damaging as many enemy planes as possible and rendering them unfit to fly.

Finally, the exasperated Japanese squadron took off in another direction.

Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier. Upon arrival, he reported in and related the event surrounding his return. The film from the gun-camera mounted on his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had, in fact, destroyed five enemy aircraft.

This took place on February 20, 1942, and for that action Butch became the Navy's first Ace of W.W.II, and the first Naval Aviator to win the Congressional Medal of Honor.

A year later Butch was killed in aerial combat at the age of 29.

His home town would not allow the memory of this WW II hero to fade, and today, O'Hare Airport in Chicago is named in tribute to the courage of this great man.

So, the next time you find yourself at O'Hare International, give some thought to visiting Butch's memorial displaying his statue and his Medal of Honor. It's located between Terminals 1 and 2.

So What Do These Two Stories Have To Do With Each Other?

Butch O'Hare was "Easy Eddie's" son.

NEIL ARMSTRONG REVEALS...

On July 20, 1969, as Commander of the Apollo 11 lunar module, Neil Armstrong was the first person to set foot on the moon. His first words after stepping on the moon, "That's one small step for a man, one giant leap for mankind," were televised to earth and heard by millions.

But just before he reentered the lander, he made the enigmatic remark "Good luck Mr. Gorsky" many people at NASA thought it was a casual remark concerning some rival Soviet cosmonaut. However, upon checking, there was no Gorsky in either the Russian or American space programs.

Over the years many people questioned Armstrong as to what the "good luck, Mr. Gorsky" statement meant, but Armstrong always just smiled.

On July 5, 1995, in Tampa Bay, Florida, while answering questions following a speech, a reporter brought up the 26-year-old question to Armstrong. This time he finally responded. Mr. Gorsky had died, so Neil Armstrong felt he could answer the question.

In 1938 when he was a kid in a small midwest town, he was playing baseball with a friend in the backyard. His friend hit the ball, which landed in his neighbor's yard by the bedroom windows. His neighbors were Mr. and Mrs. Gorsky. As he leaned down to pick up the ball, young Armstrong heard Mrs. Gorsky shouting at Mr. Gorsky. "Sex! You want sex?! You'll get sex when that kid walks on the moon!"

SEEMS FAIR...

Well, it's not a mid-life crisis, but here's how things worked out for me.

Married 25 years, took a look at my wife one day and said, "Honey, 25 years ago, We had a cheap apartment, a cheap car, slept on a sofa bed and watched a 10 inch black and white TV, but I got to sleep every night with a hot 25 year old blond.

Now, we have a nice house, nice car, big bed and plasma screen TV, but I'm sleeping with a 50 year old woman. It seems to me that you are not holding up your side of things."

My wife is a very reasonable woman. She told me to go out and find a hot 25 year old blond, and she would make sure that I would once again be living in a cheap apartment, driving a cheap car, sleeping on a sofa bed...

RHYMES WITH ORANGE Hilary B. Price



LAWS OF THE NATURAL UNIVERSE

Law of Mechanical Repair:

After your hands become coated with grease, your nose will begin to itch.

Law of the Workshop:

Any tool, when dropped, will roll to the least accessible corner.

Law of the Telephone:

When you dial a wrong number, you never get a busy signal.

Law of the Alibi:

If you tell the boss you were late for work because you had a flat tire, the very next morning you will have a flat tire.

Variation Law:

If you change lines (or traffic lanes), the one you were in will start to move faster than the one you are in now. (works every time)

Bath Theorem:

When the body is fully immersed in water, the telephone rings.

Law of Close Encounters:

The probability of meeting someone you know increases when you are with someone you don't want to be seen with.

Law of the Result:

When you try to prove to someone that a machine won't work, it will.

Law of Biomechanics:

The severity of the itch is inversely proportional to the reach.

Theatre Rule:

At any event, the people whose seats are furthest from the aisle arrive last

Law of Coffee at Work:

As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

Murphy's Law of Lockers:

If there are only two people in a locker room, they will have adjacent lockers.

Law of Dirty Rugs/Carpets:

The chances of an open-faced jelly sandwich of landing face down on a floor covering are directly correlated to the newness and cost of the carpet/rug.

Law of Location:

No matter where you go, there you are.

Law of Logical Argument:

Anything is possible if you don't know what you are talking about.

Brown's Law:

If the shoe fits, it's ugly.

Oliver's Law:

A closed mouth gathers no feet.

LETTERS

PARK AMES—Laguna Niguel, CA

Thank you all for your efforts in our behalf for *RUPANEWS*.

If you remember Testa, Antonone J., look him up in your directory and send him a note or card. He's under the weather and needs his liver perked up.

Thanks,

Park

BOB BEAVIS—Sea Girt, NJ, 1969-2001 JFK, 2001-2003 LAX.

It has been an exciting three plus years since my last paid United flight LAX-SYD. Bob Mayes cut my tie in front of the passengers after the brakes were set and the check list complete. A few days later Barbara had our cruise ship Captain cut off the jacket sleeves/stripes on our retirement cruise from SYD to AKL.

Things have sure changed. Barb and I are very thankful to the URBPBA men who are putting up a very good fight on our behalf. Barb and I were involved with the ALPA Annual JFK Retirement parties for many years. It was a very rewarding experience that was non-political. The party has died and it would be my hope someday for our RUPA chapter to consider in some way honoring and welcoming the new retirees to our fraternity. We have lost contact with most of the active pilots. I sense that they know how much hurt they have caused but do not want to admit same. Those that we continue to be in touch with share their gripes of bad schedules and deteriorating benefits. Funny how those problems mirror our first 20 years with United. We keep information flowing through email at: bbeavis@optonline.net

Two years ago we were trying to figure out how to financially survive when I received a call while in Florida from a pilot from our Jersey Aero Club. He asked me if I would consider flying a Citation II out of our local BLM, NJ airport. One of the best phone calls of my life! I started flying under day

contract and shortly moved into a full time manager/chief pilot position for this Part 91 operation. Great people to work for and they do not fly too often. We have been making quite a few contacts in the corporate arena. Life is exciting again. Golf is out, flying is back!

Our daughter Patti lives in COS and our two boys are based in Elizabeth City, NC flying C-130's for the USCG. We are blessed with two grand children in NC. My Mom is going strong at 102 years and lives in Pompano Beach where we spend our winter free time (954-783-0238), otherwise we are thriving in Sea Girt, NJ (732-449-9126). Our best wishes that your retirement years will be financially okay, healthy and happy.

Semper Fi! *Bob*

JIM BOYER—Lake Forest, IL

I can't believe fourteen years have passed since I walked away from the International Terminal at ORD, my wife and family surrounding me and toasting with champagne. And just last month Corrinne and I celebrated our 50th with a dinner and party at *Lovell's* here in Lake Forest. Unfortunately Jim Lovell (of Apollo 13) wasn't in town much to the disappointment of our twin grandsons aged 6. Our children surprised us with two large books filled with pictures and tall tales from relatives and friends. (They were told no gifts or surprises, and of course they acted just like they always did and ignored me! We can't threaten them anymore with "wait till Dad comes home".)

We moved into our new home in Lake Forest in October after too long of a wait. We really enjoy the location as we are close to our daughters and grandchildren. Great location, very modest digs. So now we're involved in attending soccer games, softball, and all the school activities that young school children are engaged. This is the main reason Corrinne and I left Naples - other than heat, humidity and hurricanes.

We did spend some time in Florida this winter and early spring, mainly in Ft. Lauderdale. We then joined 2 other couples in the British Virgin Island for a week of sailing. Back to Florida and a family get together in FLL for a week.

We spent a few days in Seattle as my 9 year anniversary of seed implant approached. PSA still 0.1 and all else checked out very well. The Seattle Prostate Institute was a life saver for me. If anyone needs information about the Institute or just want to talk, please contact me at corrinn@sbcglobal.net or 847 482 0283.

We're off to North Dakota next week for an all class reunion of our high school. Looking forward to see all the 'old people' we went to school with. We don't age, but everyone else does!

Our thanks to you Ted, and Jim, and all the folders and stuffers. And a special thanks to Doug Wilsman for all the work and effort he put into the PBGC charts and documents. The check is in the mail to Jim. Thanks again.

Corrinne and Jim 2/11/57 - 7/1/92 SFO, MDW, ORD, SFO, ORD.

WALT BULLARD—Wilmington, NC

Hi, Ted,

Sorry to be so late this year with my renewal, but at least I'm only six months late, not a whole year like last time. Thanks for your patience.

No news to speak of this year, just keeping busy visiting grandkids, dodging hurricanes, etc. By the way, I think I'm one of the few retired pilots still getting a retirement check from UAL. During a furlough in the 1970's I worked at Washington Reservations for 32 months, 12 days, 14 hours and 32 minutes (but who was counting?) and participated in their retirement plan to the tune of putting in \$5 a month, I remember. Well, it's now paying me about \$90 a month retirement! 31 years' service, 2 furloughs and a lot of anguish--thanks a lot United!!

Check for dues and a little for postage follows by snail mail to Jim Olson.

Walt waltbullausn@aol.com

CARL DE LEEUW—Palos Verdes Estates, CA
cd310@aol.com

Note to Jim Day..sorry you got so old so quickly. I retired 16 days after you did and enjoying the same pension. Enjoyed flying and traveling with you and Nanette back in the good old days.

Condolences to John Schoonhoven. I flew with you back in the DC-6 days and you were enjoyable to work with.

We finished the China-Burma-India Veterans Association in September with a big final reunion in Washington. Had 8,000 members when I was National Commander in 1987-88 and now we are down less than 5,000. The pentagon provided busses for all for the WW2 memorial celebration, so we all had a sad/happy final meeting. Local units are still meeting as social groups, not under the tax free organization banner, so we will all see special friends as long as some of us keep organizing the places and times. All in our 80's 90's and some nearly 100. Denise and I are still healthy and still traveling.--*Carl*

ROGER EHM—Walnut Creek, CA

This month marks the 15th year in retirement. Big life change in '05. In the winter of '04 had a colonoscopy that uncovered a polyp that could not be cauterized due to size and shape. Laproscopic surgery got rid of the polyp, but added an infection that was life threatening. Long recovery with visiting nurses added to the pleasure, or perhaps displeasure. Kids flew in from both coasts and Emily felt that enough was enough.

In the summer of '05 we sold the place in Barrington, had the movers in, and drove from Illinois to Walnut Creek. We had purchased a place in a gated retirement community that we are very fond of. Hey, no snow in the winter. Getting over the sticker shock on homes took a bit of adjustment. We now say twice the price, half the size. Pensions and IRA withdrawals are taxed at an alarming rate here, so unlike Illinois, state taxes have taken a healthy jump upward for us.

Now for the benefits. Our daughter, son in law and 3 grandsons live in Alamo, 15 minutes away, and it is great to be able to see them without a four hour flight. For example, youngest grandson has promotion from middle school tomorrow night. We can easily attend. In this gated community, we have over 200 clubs, and we are active in at least 7. There are 9,000 residents, 1.5 golf courses, pools and tennis courts, meeting rooms, theatre, and many, many work shops. Once settled, the place was a welcome change.

With the lack of help the administration gave to United retired personnel, and to the airline itself, I have become a more ardent Democrat. The Democratic Club here is the largest in the state, and retired people do vote. I felt that we were in trouble after the controllers were fired by Reagan. We were and we are. My heart goes out to the retiring and retired pilots who are too young to receive their full pension from the PBGC. There are no sure things in life, but there was not a whole lot of warning.

There is one sure thing in life, The *RUPANEWS*. Thanks to all the volunteers who make it the great pub that it is.

Roger Ehm

A. M. "MAX" FRIEBEL—Puyallup, WA

Hi Ted and all,

The calendar tells me that I am a few days short of 10 years of retirement. And I don't know where the time has gone!

Things are going along as per normal in the Great Northwest. Seattle has its share of rain, and I managed to get away from most of the nasty weather this past winter. First outing was a motorhome trip to S. Cal and Arizona to visit with friends down there and spend some time in the sun. Stretched out the visit as long as I could and finally had to head for home. And found that it was still raining when I got within 100 miles of home!!

The most recent trip was a cruise through the Panama Canal, and I had had that trip on my list for some time. The service aboard ship was super, and the trip through the canal was an experience. I am not sure if there was a full foot of clearance on each side of the ship as we went through the locks. There is no doubt that the canal really was an engineering marvel!

My last few weeks have been getting ready for the summer flying activities. Our Cessna group has several outings planned, so I now have the airplane gassed up and waiting in the hangar with a fresh annual, and it is ready to go.

Fortunately I can still enjoy these outings, and I am sure that I join everyone in my disgust for what has

happened to our airline and pensions. I give a lot of credit to those that are flying the line now, because they have to put up with some lousy conditions. My hat is off for them all!

That's it for this time! Thanks to the Folders and Stuffers, and all that make the *RUPANEWS* available.

My best regards,

Max Res 253 770 0954 Cell 253 677 7970

CHUCK GEORGE—Stanwood, WA

Howdy Guys,

I would like the world to note that I have just set a new personal record. I got my RUPA message AND dues off to you BEFORE they were actually due. It's too early to heap the praise on my humble head. Let's wait and see if I can do it again next year. This has been a good year at the George house hold ... except for the pension news of course. It fell to my lovely wife Marla to take up the slack. I've had to put her to work, and only feed her every other day, but she's grateful for the chance to contribute, as any loyal wife would be. Of course it's been real quiet in the bed room lately, but I'm sure she's just conserving her energy in order to help even further. I'm not sure why she's sharpening her biggest knife though...

Chuck

JIM GWINN—Greenwod Village, CO

After more than half of my life in Colorado, 42 years to be exact, the time has come to return to both my wife's and my roots in California. Both of our daughters are either on the West coast (San Jose) or the southwest (Phoenix) & oldest grandsons are in Southern California. We have truly enjoyed our long stay in the Denver area and hate to leave all of our friends and activities. My golf game will have to be revised coming down from the thin air of the Rockies to the sea level courses in California. I sure will wonder where all the distance went. But with the big 80 coming up for both of us it is time to downsize and get rid of a lot of the accumulated possessions from almost 60 years of marriage. How fast have those years flown

by! Our landing pad will be the small one level house on an acre at 1850 East San Martin Avenue, San Martin, California 95046 where we both grew up (Ph:408- 683-2902). No prune orchards left, but lots of homes for all the people working in Silicon Valley. We have a contract on our present home and expect to move at the end of June.

Tommy and I continue to enjoy good health except that I am mending from bruises incurred when a ladder departed from under me last week as I was trying to clear old stuff out of the overhead storage in the garage. The unexpected air time ended in a crash landing on the concrete floor: no broken bones, but I hit my rib cage, arm and my right cheek on the way down, then my right thigh on landing. I've got the biggest shiner you've ever seen and a puffy right cheek, look horrible, but I'm moving well enough to get to the golf course.

In March, I took my 28 year old grandson, Ross, to Pensacola to see my Navy heritage. His mother Kathy was a United stewardess for 30 years so he already knows that. We had three wonderful days at the Naval Aviation Museum and the Battleship Alabama at Mobile. He was really interested in it all and asked a lot of questions.

Oh yes, we also got in a couple of rounds of golf and a round of the pubs.

Last Christmas my daughter Trish gave me a certificate for a short ride in an SNJ and on the first of May at the San Martin airport I got to relive a part of the 1100 hours that I instructed in the bird 53 years ago. Great fun- made the take-off and climb out, barrel roll, loop and wing-over. All of it on tape with audio and lots of pictures. My thanks to all the folders and stuffers, you do a great job.

Jim

RALPH LARSEN—Santa Rosa, CA

Dear Ted and all the RUPA's:

Retired in SFO on the 747 in -80. 86 this month. Don't know many of you young sprouts any more! Health is pretty good. In April I took a (for me) lengthy cruise -- Hong Kong west to London. Saw places I had never seen before. Impressive artistry and engineering by the folks 3000 yrs ago! Found out that if you go in one direction long enough, you really do get back to where you started from!

My golf has diminished in quantity and quality. Playing bridge a few times a week. Not very good at that either!--Ralph

RICHARD L."PETE" MAURY—Florence, OR

Hi Ted,

The check's in the mail to Jim. Thanks to all the folks involved in getting the Newsletter and info out to us.

I'm a little late this year, having too much fun. Still involved with the Florence Elks Lodge, Ham radio, the Lane County Road Advisory committee, and trying to get a Veteran's Memorial Park established in Florence. Maureen still transcribing at the local hospital.

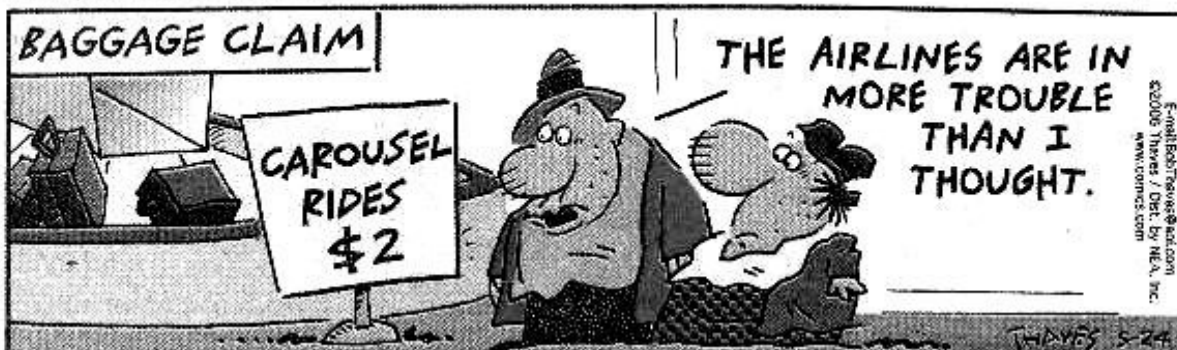
I see Dick Markee, and Sam Spayd occasionally, we plan to fly down to Grants Pass/ Medford for a RUPA meeting someday.

Son Rick is flying the Air Bus, since US Airways sold his 37s, DC9s, and MDs. He's not thrilled. 'Not fun anymore.'

I still think of all the *good guys* and the good times that I had at the air line; if you get out this way holler, 541 991-6238.

Pete

Frank and Ernest/Bob Thaves



STAYING OUT OF A NURSING HOME: STRENGTH IS THE KEY

"O! 'Tis excellent to have a giant's strength. " -- Shakespeare

By Dr. Bruce West

Memory loss and prescription drug delirium are two main reasons seniors are put into nursing homes. Exhaustion, weakness, instability, and total lack of strength are other major causes. Today many seniors spend most of their waking hours on the couch, in front of the TV, and eating. Too few senior citizens still use their muscles by walking, playing sports, or exercising. This inactivity takes a very, very big toll.

Lack of Exercise

We can thank the Russians for early research on the negative effects of the lack of exercise. They sent the first cosmonauts into space for two weeks and found that the weightlessness (an exaggerated form of complete lack of exercise) caused a massive **30% loss in muscle mass in five days!** This is staggering and proves that the human body must exercise to stay alive.

Furthermore, if left in the weightless atmosphere for two weeks, astronauts in formerly fine physical condition **were no longer able to even stand up!** In fact, when the first two Russian astronauts were brought back to Earth after two weeks in space, they were near death, unable to walk, and completely debilitated. Later space endeavors proved that a comprehensive set of exercises had to be performed daily by astronauts if they were to survive in space.

It's Up to You

If you are a senior who spends most of your time on the couch or in front of the TV, take heed! The space experiments are an exaggerated example of what can happen to you if you do not use your muscles. As surely as the first astronauts needed to be placed in special nursing care, you also will need to be placed into a nursing home—often prematurely. Does this scare you? Is this something you wish to avoid? If so, take action now. Fortunately, the human body is remarkable and regenerative indeed. You can accomplish significant gains in muscle strength with one strength conditioning workout per week!

Please Do Not Rely On Your Physician

Unchanged for decades, the general instability and weakness of our seniors has been overlooked. However, the medical establishment is turning [this weakness] into a disease—with a new name (sarcopenia)—and with soon-to-be new medical (drug) treatments. Contrary to the medical hype about sarcopenia, drugs will not cure the weakness, instability, muscle wasting, and dependence caused by lack of exercise. Only you can improve this.

Once you make up your mind, you can look forward to **rolling the clock back by 20 years.** That's right. Even seniors in their nineties become so much more youthful—they report on average feeling, acting, and performing as if they were 20 years younger.

So stay out of a nursing home. Avoid sitting in a wheelchair all day long, half asleep, drooling, and drugged with Thorazine or some other mind-numbing drug. Get strong now and say no to all that. The secret? Strength conditioning using *The Slow Burn* technique. You can get information about getting strong, including books and tapes on the Slow Burn technique, by logging on to www.seriousstrength.com.

If you don't have a computer, go to the library, or just purchase the book *The Slow Burn Fitness Revolution* by Fredrick Hahn, Michael R. Eades, MD, and Mary Dan Eades, MD. Spend a little money and join your local gym for your strength conditioning workout. Best of all, you don't have to go three or four times a week, suffering for hours each day. Rather, with this latest scientific technology, work your muscles for an hour once a week and gain more benefits than if you worked out every day!

This Technique is Amazing

I know this technique works. I have lifted weights in a gym for **more than 40 years**. After age 50 my three to four workouts per week simply ensured that I could "hold the line" with my strength. Then about 18 months ago I switched to the Slow Burn technique —exercising basically about once a week for an hour. Within four months, I was stronger and faster than I had been in a decade. In fact, six months after starting the Slow Burn technique at age 57, I won a 2-man beach volleyball tournament where most of the players were in their 20s, 30s, and 40s.

This result was almost entirely due to my new-found speed and strength, developed via the Slow Burn exercising techniques. Surely you don't need to win a volleyball tournament. But you do need to avoid being helpless, semi-comatose, slumped in a wheelchair, drooling and muttering, and unable to recognize your family. Get your strength and independence back. Start this week!

HEALTH ALERT / June 2006

Pickles/Brian Crane



GEORGE D. MCCULLOUGH—Suquamish, WA

Happy summer to all. Here in the Evergreen State, what else would it be doing, it's raining. Tomorrow marks my 73rd. Four months ago my daughter finally made me a grandfather to a marvelous baby boy. Beth's dietary condition is such that we do very little traveling. I still get out a few times each year in pursuit of my astronomy hobby and an occasional fishing trip. Keep the Newsletter coming, I enjoy it much. Thanks to all involved.

George

George Mccullough
geomac@sprintmail.com

FRED NICHOLS—Marietta, GA

Dear Ted,

Sorry I'm a little late with my renewal fee. Not much to report. Lots of golf and time with Grand Children.

Our youngest son Anthony is in Iraq. We would appreciate any prayers for his safe return.

Fred

DOUG ORME—Irvine, CA

Hi guys,

What can I say? Another year of frenetic activity gone by. Only trouble writing about it is that it's all the same as happened the year before, and I already wrote about that. I still live with the divine Miss Lana in the little cottage in the rose garden across from the park. We vacationed a bit on Coronado Island at the hotel Del Coronado and then had a paradisaal vacation in Maui this winter with a whole passel of grandchildren and their parents. (We expect number eleven this summer.) We used points instead of passes. What a relief that was, just boarding with the human beings.

To pay for my golf, I still teach a little English, Spanish and Physics up at the high school on the hill. If I run out of lesson during Physics I just give a lecture on principles of flight (a lot of you guys probably didn't think I knew any of that stuff). The kids seem to love it...except for several pneumatic, blond seventeen-year-old girls who fall asleep and drool on their desks while I'm explaining pitch about the lateral axis. They probably know all about it anyway.

I'm coming up on 2 years flying the Hawker 800XP for NetJets. I do get weary with the early get-ups and long days and I only have half a life (every other week), but I've met some interesting people and can now drop names with the best of them.

For a long time, California just sent me a driver's license renewal in the mail, so I've been carrying this license with the picture of a rather hale and hearty--maybe even slightly handsome--young man on it. This year they made me come in and renew and now I've got a picture of a dog-eared old bloodhound with spectacles on his nose. Oh, well. At least Miss Lana keeps getting younger...in the dim light of an Italian restaurant...if I don't wear the spectacles on my nose. To all those with such interesting letters, I admire your travels and adventures. Carry on! --bdougorme@cs.com

Doug

DICK SANDERS—Westlake, OH

Hello Ted

For the Newsletter. Thanks so much for your efforts on our behalf.

Marked 73 three days ago and all is well.

Of particular note, the wedding of our son Rick in February. Small, very nice ceremony in Napa, CA. His bride is from the SF Bay area. Rick has left Comair and is now flying for Alaska Airlines. Daughter Ellen and husband Chris are in Seattle and very happy.

I have stayed active in GA with Angel Flight and other flying and Mary Lou and I find many ways to keep involved in community activity. Stopped in Shanksville, PA in March. So glad we did and would recommend the visit to everyone.

Speaking of fitting memorials, I am reminded of Gil Robb Wilson's beautiful prayer:

*Silent I ponder, ended is the flight.
And He whose hand upheld me in the air,
whose grace has calmed the snowstorm and the night,
is now with me and folds my hands in prayer.*

Call if you are in the area.

Fraternally,

Dick

BOB SCHMIEDEKE—Huntington Beach, CA

Retired 1981 after 37.5 yrs.

Subject: The “X-STOP”

I HAD A WONDERFUL THING HAPPEN TO ME THAT I WOULD LIKE TO SHARE WITH YOU. For a year I had been going to a chiropractor and then he told me I am only the third patient he had to recommended for an operation for spinal Lumbar stenosis (lumbago, sciatica, etc.) I slowly got worse until I was unable to stand more then 10 minutes. My Son, Daughter and I started doing research. We wanted anything that could be done without full Anesthesia. We came across a procedure that is reversible, invented by two Neurosurgeons Dr. Jim Zucherman and Dr. Ken Hsu at the St. Mary’s Spine Center in San Francisco. The procedure is done with a Local and a MAC (monitored anesthesia care). There is no cutting of muscles or trimming of the backbone. The X-STOP is fitted into position and held in place by small wings. When in place it prevents the vertebra from closing and pinching the nerves that run through the backbone.

The FDA approved the procedure at the end of November ’05.

The waiting list for the operation in SFO was 100 patients. We could not find a surgeon in our area that heard of it. We called the manufacturer in SFO to find a doctor that they were supplying with the X-STOP. They told us that Dr. S. Palmer in Mission Viejo, CA. had been trained and certified to use the X-STOP. (We found out later that Dr. Palmer would have an exclusive to be the first to do the operation in Orange Co. (3 mil. People) if he would come to their facility in SFO for education and hands on training. After completing all the pre-ops and discussing the operation with Dr. S. Palmer I asked him how many of these operations had he done? He looked at me and said: ‘you will be my first.’ After the operation, I asked why he had not recommended this operation. He said that I was not his ideal candidate for his first operation as I had the worst spinal stenosis he had seen. He followed with ‘If I knew then what I know now, I would have recommended the operation for you.’

There was no recovery time, as I was never put to sleep. I was in the operation room and back in my hospital bed in one hour. Left alone I tried out my

operation by walking around the room. No pain, no problems, I had a new life. I was asked to stay one night because of my age.

For more technical information go to the Internet and type Google and then “X-STOP”. Choose the following for starters.

St. Francis Medical Technologies Inc.
New Device Approval—XSTOP
Interspinous Process Decompression System

St. Francis Medical Technologies, Inc[®] received CE mark for the X STOP[®] in 2002, and created a subsidiary based in the Netherlands. Currently the product is being distributed in Europe, Australia, New Zealand, South Africa and Turkey.

Dr. Sylvain Palmer, M.D., F.A.C.S.
26732 Crown Valley Parkway, Suite 561
Mission Viejo, CA 92691
Tel. 949-364-1060
Fax 949-364-5761

If this article reaches but one person who is suffering from lower back problems and has partially or all the success that I have had, this article will have been worthwhile. I thank RUPA for printing it and wish all of you a long and healthy retirement.

Sincerely, *Robert J. Schmiedeke*

Robert J. Schmiedeke



“Hey, I’m not crazy. ... Sure, I let him drive once in a while, but he’s never, never off this leash for even a second.”

RALPH S. JOHNSON reaches the Century Mark

By Ken Killmon

I am enclosing some history that will help you understand Captain Ralph Johnson.

Captain Johnson is an enigma! He turned 100 years old June 26, 2006. However, he doesn't wear glasses, drives at night and can fly rings around most pilots even today!



Captain Ralph S. Johnson was inducted into the Arizona Aviation Hall of Fame April 8, 2006. This past November, he received the Laura Tabor Barbour Flight Safety Award presented in Moscow Russia. Previously, he was named Elder Statesman of Aviation by the National Aeronautic Association, Wyoming Aviation Hall of Fame, OX-5 Aviation Pioneers Hall of Fame, ALPA special award, NAA special award for contributions promoting aviation safety.

He is the holder of several patents, designs, and innovations all geared to improve aviation safety.

He is the father of the Stabilized Approach, he was the first to specifically set up procedures for the co-pilot which was the beginning of CRM. He invented a hooded approach light system that later became VASI, he invented the Coordinator, a scroll-type check-list, grooved boots for propeller de-icing. Among other things, he discovered low frequency ADF type of approach capability and was loaned to Sperry to test the auto pilot approach and first auto landings in the US. His many inventions and innovations have been military, airline, and general aviation.

He has been an active pilot since 1930 as an Army Air Corps cadet. During WWII, he test flew hundreds of B-17, B-24, and PB4Y aircraft at the United Modification Center. Additionally, he flew as a Service Pilot delivering new aircraft to combat crews as well as moving supplies to the Pacific Theater. He was United Airlines Chief Test Pilot and, for a time, on loan to Douglas Aircraft to assist with improvements and test flying the DC-3, DC-4, and DC-5.

Following his airline career Johnson operated a number of war-surplus aircraft before acquiring a fleet of 22 Lockheed PV-2 Harpoons. He actively flew his PV-2's bombing forest fires and fire ants until in his mid 80's.

Johnson has been married to his wife, Ruth, for 68 years. They reside in Arizona. The Johnson's had 3 children, several grand children, and great grand children.

Captain Ralph S. Johnson has made his mark and left aviation a better place because of his efforts.



CURT SIMPSON—Port Orange, FL

Hi Ted,

This month (June) completes my second year of retirement. Can't say that I miss today's UAL, but I do have great memories of the "old days." At least management and ALPA can't steal those...(Yes, I am one of the lucky ones that took an 80% pension cut).....Enough said about that.....

Susan and I continue to enjoy life here in The Spruce Creek fly in. There is always something going on and someone to play with even in the summer. Actually, we really enjoy summers in Florida as the snowbirds have flown north and life takes on a more leisurely pace. Of course, with the start of another hurricane season, we always keep an eye on the Weather Channel. So far, we have been very lucky in that regard.

Thankfully, everyone in our family is well and healthy. We flew on UAL out to PDX to visit our daughter and her husband. We got from MCO to DEN okay, but missed five trips before we finally got out. That, mind you, was with 1967 seniority and early May. I would think that this summer is going to be a nightmare for SA travel.

Good luck to us all,

Curt

BOB SINCLAIR—Walden, CO

I've been in Colorado two years next month. Living is cheaper than Calif. I'm surrounded by the Rockies and Mount Zirkle wilderness area. Still able to hike, hunt, fish and ski. Teaching my grand kids about the outdoors, plus I get to tell my hunting adventures (My kids tend to nod off!). I look up and watch the "stick clouds" pass over and realize what a great time that was ours. How things change. We did the job and didn't hurt anyone. But we learned emergencies and irregulars our whole career. This training prepared us to manage the unexpected, which is helping me navigate the turbulent times we are all going through now. My goal is to enjoy this wonderful retirement to its fullest. I wish the same for you.

Best regards

Bob Sinclair (aka Broken Arrow)

JACK STEIDL—Issaquah, WA

On April 16, I celebrated my 87th birthday, but it was a sad occasion.

The day before, on April 15, 2006, my lifelong friend Leon Wollard passed away. We will always remember his terrific energy and boundless enthusiasm. He was active in the copilot rebellion of the late forties, and was in the thick of things ever after, although I don't think he ever ran for any ALPA office. I will miss him.

(Hi Walt)

Regards, *Jack*

JOE SWENSON—Littleton, CO

Dear Ted,

I'm settling into my third year of retirement or partial retirement as I'm still doing some Part 91 ferrying of 777 & 757/767 airplanes which continues to be fun... kinda different with just two pilots and a bunch of empty seats going across the country or across the pond. Also doing some airline safety auditing in different parts of the world for an IATA Operational Safety Audit organization. Gives me a little additional income to supplement what we get from the PBGC. Eileen and I are officially "empty nesters" now as our son Erik just got married in June to his high school and college sweetheart. We traveled some this year on the airline to Kauai on vacation and Atlanta to visit family, but this summer we bought a little Mitsubishi Eclipse convertible and are having a ball driving that around Colorado. What a blessing to live in such a beautiful state. I continue to work out every day for 45+ minutes and am feeling great. Thanks to all that make the *RUPANEWS* a reality, I really enjoy the articles and the letters.

Until next year, God bless,

Joe

LLOYD W. WHITLOW—Henderson, NV

Hi Ted,

Another year which had its trails and tribulations! The first part of 2006 is one I do not want to repeat!!!!

After being in good health for 84 years and only being in a Hospital one time for surgery when I was 17 to have my appendix removed, this May was a new experience for me.

During a routine physical they found blockage in my Aorta Valve. To satisfy me, I had my wife's Cardiologist exam me and he found the same. I asked him if I could live with this, he gave me an excellent explanation, He said, "If I was flying a trip from ORD to HNL and when approaching SFO I lost an engine, what would I do" Naturally I said I would land at SFO.

I told him I wanted the best to do the surgery, he made arrangements at Cedars Sinai, Beverly Hill, CA.

On May 19th the Surgery was done by a Dr. Kass, no By Pass was necessary, just the replacement of the Aorta Valve. On May 25th they released me from the Hospital. It's a slow recovery process, but I'm getting better as each day passes.

If any of you need this surgery, I would highly recommend Cedars Sinai, Dr. Kass did three open heart Surgery's the day he did mine. The first was a By Pass, then a Heart Transplant, then mine.

I'm still Head of my W.W.II, 384th Bombardment Group (H), 8th Air Force Association and I'm working on our next Reunion which is scheduled for Sept. 14th to 17th, 2006 at the Hilton Hotel, Tyson's Corner, McLean, VA. We have an excellent program planned which includes tours of Washington, D.C. and the new Museum near Dulles.

Until next year!

Lloyd Whitlow

TIM WHITNEY—Sausalito, CA

Hello to Ted, Cleve, James, and fellow RUPA members. I certainly enjoy the monthly publications and would like to thank all of you who are involved in getting them out to us retirees.

I am now in my third year of retirement, and couldn't possibly be enjoying it any more than I do. My health is good and I am able to do any and all of the physical activities that I have enjoyed over these past many years.

Every year, I have been spending more and more of the winter months in South East Asia. It is a good time to be away from the cold and dreary northern climbs and also one of my favorite areas to explore. This last year I spent 4 months there, and did quite a lot of traveling and exploring of the area. The last 4 years I have spent time in Vietnam, which I enjoy very much. However, this year, after Vietnam, I went into Laos and spent about 3 weeks traveling and investigating the areas that "The Ravens" operated in during the "secret war." I visited many of the old airstrips and secret towns that these brave pilots worked out of during the conflict. I had read about this "secret war" in "The Ravens" and "Air America" by Christopher Robbins, and "Covert Ops" by James E. Parker. I had at first thought these books about this small niche of the Vietnam War were rather interesting. But, now after being there and seeing the towns, the dirt airstrips, and the huge limestone karsts that these pilots operated from, thru and around, I am rereading them and enjoying them all the more. If there are any of you who are interested in travel to this part of the world, please contact me, as I would be glad to share any information I may have. --*Tim*

HUGH & HELEN WILSON—Fallbrook, CA

Hi Ted and friends,

As my 85th birthday quickly approaches I may as well add myself to your library of prostate cancer cases. I initially went to Loma Linda University having heard good things about their proton radiation treatment. They decided it was too late and the cancer had spread outside the prostate. I was give lupron injections which kept things in check for 2 yrs. They are no longer effective. In the past year I had 15 days of radiation on the pelvic area. That was followed by 2 sessions of chemotherapy which almost did me in. That was followed by 20 radiation treatments for treating lymph nodes in the groin, that I am still trying to get over. I am blessed by having Helen as such a wonderful wife and helpmeet for over 60 yrs.

Our best wishes to you all.

Hugh & Helen Wilson

E. DON WITT—Tucson, AZ

Dear *RUPANEWS*,

I have been corresponding lately with a retired Indian Airline captain, who contacted me about an article I wrote in ProPilot magazine about FOQA. It turns out that he is acting as a headhunter for an airline (or airlines) in India and they are looking for A-320 qualified captains. Its on a contract basis and candidates can be over age 60 up to 65. I thought about it myself for a while but will pass. I did think there might be some of you out there who would be interested in a last fling at airline flying. They pay U.S. 9500/month plus free housing.

If you are interested call D.N. Patwary at country code 91 and then 9948043690 or e-mail him at: d.n.patwary@gmail.com. He is a pleasant person to talk to.

I am working happily as a Learjet instructor at Flight Safety in Tucson. My wife Jain and I love the desert. If anyone passes this way stop and say hello. My e-mail is edonwitt@yahoo.com

Best wishes,

Don Witt

IN MEMORIAM

JAMES E. CROSS

James E. "Jim" Cross passed away at his home in San Diego, CA on May 6, 2006. Jim was born to Lou and Sam Cross on November 25, 1914 in Bayard, NE where he grew up and graduated high school in 1932. Known as "Smilin' Jim," James had a great love of flying and started flying small aircraft even before his graduation, then went on to become a pilot for United Air Lines serving as a Senior Captain for many years. He went on to become Regional Director of Flight Operations for United as well as Director of United's Flight Training Center in Denver. He also served as Flight Operations Manager for United in both Detroit and Chicago. During WWII, Jim served as a pilot for

the Civil Air Patrol, Air Transport Command. Jim and his beloved wife Eloise retired in San Diego in 1978. They loved traveling and enjoyed an active social life. Jim also took up golfing and was a devoted golfer right up until his late 80's when he felt his arthritis "affected his swing" too much to continue the sport. Jim also was a mentor in a local tutoring program for disadvantaged youth for many years. For the last several years was an active singing member of the Troubadours Barbershop Choir. His cheerful, charismatic smile and enthusiasm for life was felt by all who knew him. Jim was married for 55 years to the love of his life, Eloise, who preceded him in death in May of 2000. Survivors include three children, four grandchildren; and four great-grandchildren; sister, Jeri Allen; and companion and dearest friend, Marcell. Jim was independent, active and bright to the very end.

Interment Mt Emblem Cemetery, Elmhurst, IL.
Private burial was held on May 12, 2006

GUY R. O'REAR

Lisa and I take the opportunity to acknowledge your kind expression of sympathy. Your thoughts, prayers, flowers and donations are very much appreciated.

Guy will always be remembered for his humor and generosity. His presence is greatly missed by his family and friends.

We are, forever, grateful.

JacquelineOrear@aol.com

SAM L. PATRICK

Sam flew west May 31, 2006 at the age of 79. A native of Alabama, he resided in the Bay Area 46 years. He served in the Army Air Force from 1944-1946 and worked for United Airlines as an electrician until retirement. Sam is survived by his beloved wife of 54 years, Vilma, who worked in SFO Flight Records. Together they were loyal and dedicated members of RUPA, actively participating as Folders and Stuffers, and also founded an East

Bay Chapter of RUAEA. Sam is also survived by sons Gregory & Steven, daughter Lona and their spouses, six grandchildren, sister Alice Blanton and many nieces, nephews, family & friends.

A memorial was held Tuesday, June 6th. In lieu of flowers, the family suggests donations to either Child Evangelism Fellowship of Northern California Inc., Post Office Box 47, Union City, CA 94587-0047 or Operation Mobilization, P.O. Box 444, Tyrone, Georgia 30290-0444.

BASIL KIRKE WATKINS (aka Lightnin')

Passed away June 1st, 2006. He was born in Danville, Virginia June 15th, 1924.

He is survived by his loving wife Shirley Beach Watkins and their joined family, Roxanne Stihl of Lighthouse Point Fl., Laura W. Henderson of Morrisville N.C., Carlton Laskauskas of Danbury CT., Randy Morehouse (Marge) of Pompano Beach Fl., Paul K. Watkins of Jacksonville Fl., Nancy W. Lewis (Jeff) of Jacksonville Fl., Nancy Carrier of Sebastian Fl., Mark D. Watkins (Lynn) of Apex N.C., and Wendy W. Grey (Daniel) of St. Petersburg Fl. There are 15 loving grandchildren, and 6 wonderful great-grandchildren.

Kirke graduated from Randolph Macon Military Academy then enlisted in the Airforce during WWII. He was a pilot for Capital Airlines, and played a key role in the merger with United Airlines, for whom he flew with for 35 years, ending his United career flying 747's to Hawaii.

He was a member of the AOPA for 60 years, and a member of the Experimental Aircraft Assoc. He spent the last 15 years building his plane, and was blessed to have completed, and flown it for it's first 15 hours.

He was an unforgettable story teller, and a king among men. He was our hero, and we will love him and miss him our whole lives.

In lieu of flowers, donations can be made to the Florida Sheriff's Youth Ranch, or to any chapter of Hospice.

I received this tonight about Kirke Watkins. I really liked Kirke. He was a MIA 727 CAP when I first met him in the late 60s. He was a funny man.

He had a nice nickname called LIGHTNING. He was the most calm and most deliberate man I think I knew. I know I did not ever fly with him, but he gave me a few jumpseat rides over the years. He was a classic MIA guy. Almost everyone in MIA had a name... I know he moved up the state to Vero Beach and to Sebastian, FL which is right next door.

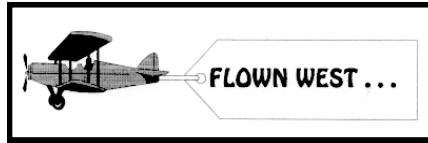
Jim Morehead

Hello everyone...this is Kirke's middle daughter Nancy Watkins Lewis. It is with great sadness that I tell you my father passed away this morning, May 31 at 12:25am. He remained in no pain, and just took a few short breathes, and then slipped away. He was such a wonderful man...my hero, my idol. I (we) will continue to love him and miss him our whole lives. He will be missed by so many. He was a king among men, a genuine man. Shirley is doing so well... I on the other hand, keep falling to pieces, but this will pass with time. All the family (combined 9 kids) had the opportunity to see him before he went. I stayed with Shirley at the hospital around the clock, and we were both by his side when he passed. God bless all of you for your prayers, and your friendship.

Loving regards,

Nancy Watkins Lewis





FLOWN WEST

JACK RUSSELL*	3/22/2006
GERARD N. KONOPA	*/**/2006
EDWARD NOVAK	4/01/2006
THOMAS A. RALEY	4/09/2006
LEON WOLLARD, JR.	4/16/2006
FRANK J. CAMBRIA	4/23/2006
HAROLD E. POPHAM	4/26/2006
JOE PIJAS	4/26/2006
JAMES E. CROSS	5/06/2006
SAM L. PATRICK	5/31/2006
KIRKE WATKINS	5/31/2006

**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

2nd Tue. 11:30am May, Nov. Inland Empire RUPA—*Davenport Hotel, Spokane*—509-455-8888

Deadline: July 19, 2006

Mailing: August 2, 2006



PERIODICALS

RUPANEWS

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