



RUPANEWS

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—RUPANEWS—

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PRESIDENT'S MESSAGE

Rose and I just returned from the annual SFO RUPA picnic at the Elk's Club in Palo Alto which was attended by approximately 85 fun loving Ruparians. The weather was perfect for a summer picnic, the conversation scintillating, and the expertly catered food excellent. Again, D. L. (Larry) and Pat Wright organized and supervised a fantastic event. A good time was had by all and if you missed it we hope to see you there next year.

Ron Jersey and Rich Bouska will be in Seattle next week to finalize hotel arrangements for the 2007 convention. I have been told that we have a Seattle couple, Robert & Margaret Reid, who have tentatively volunteered to help with the onsite planning and organizing of the event. I'm sure that when they get started they would gratefully accept any help offered by some of their fellow RUPA members in the Seattle area. We'll have information about the hotel and the dates of the convention for you in the October *RUPANEWS*.

That's all for this month. Cheers, *Cleve*

ABOUT THE COVER

An artist's depiction of a United Airline's Boeing 797 at an unknown city with skyscrapers and towers from around the world.

BOEING TO TAKE ON AIRBUS WITH (1000 SEAT) GIANT 797 BLENDED WING PLANE

Boeing is preparing a 1000 passenger jet that could reshape the Air travel industry for the next 100 years. The radical Blended Wing design has been developed by Boeing in cooperation with the NASA Langley Research Centre.

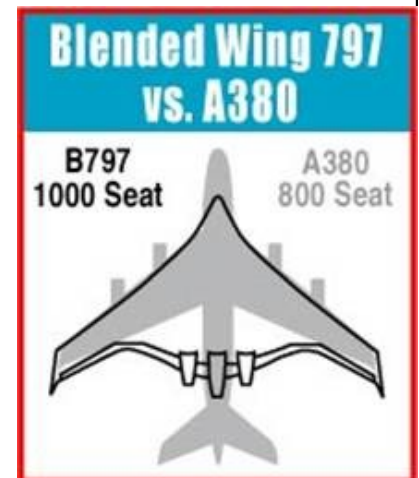
The mammoth plane will have a wing span of 265 feet compared to the 747's 211 feet, and is designed to fit within the newly created terminals used for the 555 seat Airbus A380, which is 262 feet wide.

The new 797 is in direct response to the Airbus A380 which has racked up 159 orders, but has not yet flown any passengers. Boeing decided to kill its 747X stretched super jumbo in 2003 after little interest was shown by airline companies, but has continued to develop the ultimate Airbus crusher 797 for years at its Phantom Works research facility in Long Beach, Calif.

The Airbus A380 has been in the works since 1999 and has accumulated \$13 billion in development costs, which gives Boeing a huge advantage now that Airbus has committed to the older style tubular aircraft for decades to come.

There are several big advantages to the blended wing design, the most important being the lift to drag ratio which is expected to increase by an amazing 50%, with overall weight reduced by 25%, making it an estimated 33% more efficient than the A380, and making Airbus's \$13 billion dollar investment look pretty shaky.

High body rigidity is another key factor in blended wing aircraft, It reduces turbulence and creates less stress on the air frame which adds to efficiency, giving the 797 a tremendous 8800 nautical mile range with its 1000 passengers flying comfortably at mach .88 or 654 mph (1046km/h) cruising speed another advantage over the Airbus tube-and-wing designed A380's 570 mph (912 km/h) The exact date for introduction is unclear, yet the battle lines are clearly drawn in the high-stakes war for civilian air supremacy.



DANA POINT RUPA LUNCHEON

Present on a great day at the Dana Point Harbor were; Park Ames, Carlos Bernhard, John Grant, Pete Hansen, Jerry Meyer, Bill Meyer, Bill Rollins, Ted Simmons, Bill Stewart, Ed Krieger, Joe Udovch and Tony Testa. Good to see Tony back with us after a long period of operations and recoveries. He has been a stalwart of our group at the harbor. Tony looked good and even a little lighter.

As usual Jokes were in the vogue!

Thereafter going to the latest with the URPBPA solicitation! Answer is still yes...send in your payment... what else can we do! Just maybe something MORE may come through...? Could be an interesting fall.

Problems with Computershare were common. But still some guys had, they thought, no problem. I did! My request to get a Direct Registration (DRS) of my shares to my broker got lost in the system with neither the brokerage nor Computershare people knowing what happened to my shares for several days. But then maybe that was normal? Question of how the price of stock is computed was never explained...

Thereafter we all got back to flying, fishing and travel stories.

The following 'clip' came from an e-mail from Bill Stewart: "Update on terror in Europe was just released."

The British are feeling the pinch in relation to recent bombings and have raised their security level from "Miffed" to "Peeved." Soon, though, security levels may be raised yet again to "Irritated" or even "A Bit Cross." Londoners have not been "A Bit Cross" since the blitz in 1940 when tea supplies all but ran out. Terrorists have been re-categorized from "Tiresome" to a "Bloody Nuisance." The last time the British issued a "Bloody Nuisance" warning level was during the great fire of 1666.

Also, the French government announced yesterday that it has raised its terror alert level from "Run" to "Hide." The only two higher levels in France are "Surrender" and "Collaborate." The rise was precipitated by a recent fire that destroyed France's white flag factory, effectively paralyzing the country's military capability. Belgians, on the other hand, are all on holiday, as usual...

Life is still OK with retirement with everyday a Saturday, and no crew desk calls!

Next meeting Tuesday Sep 19th

Regards,

TED

THE SEATTLE GOONEY BIRDS

The Seattle Gooney Birds assembled for lunch at the usual place (*SEATAC Marriott*) 3rd Thursday of August. The turnout was larger than usual for a nice summer day. After lunch, hanger flying, and a couple of jokes we adjourned till next month. Good fellowship prevailed!

In attendance were: Gerry Pryde, Al Teel, Fred Sindlinger, Bill Brett, John Bley, Dave Gardner, Harv Beery, Vince Wormser, Russ Stephens, Jim Chilton, Jeff Roberts, Herb Marks, Clyde Strauss, Ken Case, Howard Holder, Dean Turner, Ray Hanson, Chuck Westphal, Tom Smith, Jack Brown, Dick Wiesner, Ray Dapp, Ray Hull, Vince Evans, Bill Stoneman, and Don Anderson

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

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



NY SKYSCRAPERS FALL LUNCHEON

Our Fall Luncheon will be held at a great new location,
the **Hostaria Mazzei** in Port Chester, NY,
just southwest of Greenwich, CT,
at **NOON on Wednesday October 25th, 2006:**
25 South Regent Street, Port Chester, NY 10573
(914) 939-2727 www.hostariamazzei.com

The price, which includes 2 raffle tickets, is \$30/person, to be collected at the door. Spouses and guests welcome (about half the retirees bring their spouses).

We'd love to have you join us. If you think you can make it, please let one of us know:

Pete Sofman	rupapetesofman@optonline.net	203-322-0724
Bob Beavis	bbeavis@bytheshore.com	732-449-9126
Ted Garrity	ssfox747@aol.com	203-227-0763
Hank Lopez-Cepero	margolc@aol.com	203-426-0652

Directions to Hostaria Mazzei:

<http://tinyurl.com/Inefq> or

From I-287 Eastbound:

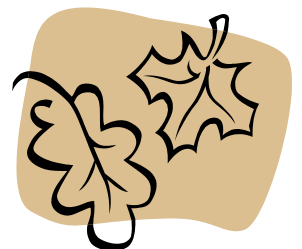
I-287 E: Take exit 10 to Purchase/Port Chester (RT-120A) - go 0.2 mi
Bear left and head toward Westchester Ave - go 382 ft
Bear left at Westchester Ave - go 1.3 mi
Turn right at S Regent St - go 0.1 mi (parking lot just past restaurant on your left)

From I-95 Northbound:

I-95N: Take the I-287 W exit 21 - go 0.6 mi
Bear right at Boston Post Rd - go 0.2 mi
Turn left at S Regent St - go 0.7 mi (parking lot just past restaurant on your left)

From I-95 Southbound:

I-95 S: Take the Delavan Ave exit 2 to Byram - go 0.3 mi
Turn right at Delavan Ave - go 0.3 mi
Bear right at Mill St - go 0.3 mi
Turn left at N Main St - go 0.3 mi
Turn right at Westchester Ave - go 0.6 mi
Turn left at S Regent St - go 0.1 mi (parking lot just past restaurant on your left)



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

DEN GOOD OL' BOYS

The August meeting for DEN Good ol' Boys occurred on a delightful day with almost a slight nip in the air. Guess the rain a day or so ago freshened the air and brought the temperature down. A good turnout was the result, and as usual the early arrivals were upholding their tradition.

The buffet was ready and the bell sounded at the appointed time. There seemed to be plenty and probably seconds were available. This scribe didn't feel the need to partake.

During the boring business meeting, the joke was furnished by Ed Riehl and it elicited a chuckle from many. The scribe reported that he had just attended a picnic with Howard Reid's widow, Doris, and she is doing well. An announcement was made about the pilot wives picnic later this very day, being hosted by the Stemples.

Jim Krasno took the floor to update everyone about the current status of the various lawsuits and etc. regarding our pensions and the efforts of URPBPA to protect and collect on our behalf, and to update us about the need for finances.

There being no additional business, the meeting devolved into socializing, and was progressing full tilt when the scribe made his exit.

Those attending included: Rick Madsen, Bill Hanson, Curly Baker, Phil Spicer, Tom Hess, Dean Readmond, Maury Mahoney, Bob Sannwald, Bob Blessin, Bill Hoygaard, Tom Johnston, Henry Suta, Fritz Meyer, Dick Shipman, Bill Bates, Ed Riehl, Hugh Moore, Ralph Wright, A.J. Hartzler, Mack Connelley, Duane Searle, Bob Clipson, Jim Harris, Ed Cutler, Cliff Hanson, Al Snook, Russ Ward, Joe Kennedy, Warren Mugler, Dave Simmon, Bill Fife, Jim Krasno, Ray Bowman, Al Dorsey, Stanley Boehm, and the scribe and coordinator, *Ted Wilkinson*

NORTH BAY RUPA GROUP

The August gathering of the North Bay RUPA group was held on the first Wednesday, August 2nd, at the Petaluma Sheraton's *Tolay Room*. A first was achieved when Norton I, Captain Rick Saber, and his very gracious spouse, Aldeana, became our first to arrive by way of their sparkling vessel, the Eagle. We've had several arrive previously by air, at the nearby Petaluma Airport, and we'd like to remind those who can avail themselves of this means of avoiding the traffic, that a ride can be easily arranged to pick them up and return them!

The gathering began by introducing Dick Lammerding's consultant, Tim Delaney, to the group. Tim gave a brief rundown of the FICA deduction situation as it applies to the retirees portion of the "unqualified" plan. George Hise gave a report on the House and Senate bills currently under consideration regarding pension reform, not a very encouraging tale. A brief rundown of the latest news off the net reported uaua still having considerable number of "lack of crew" cancellations over the month end. (what else is new?).. Also noted was the closing of a runway at LAX to move it 55ft, at a cost of millions, to allow the A-380 to operate there. (foreign aid?)

On the good news side, it was a real pleasure to see Tom and Joyce Grey back again after Tom's operation, and looking good!!

Report continued after brief California earth tremor! Always keeps one on your toes!

So far, only a few glasses broken....so far...(4.? 2.61 miles away...clears the sinuses).

Attending the luncheon: John Baczynski, Barney Hagen, Dick Lammerding, Tom and Joyce Grey. Bill McGuire, Bruce Milan, Dick Hanna, Wayne Heyerly, Jerry Nemier, Al Milotich, George Hise, Larry Whyman, J.R. Hastings, Ken and Shirley Corbin, Deke and Merle Holman, Norm DeBack, Rick and Aldeana Saber, guest Tim Delaney, Gardner Bride, Dick Smith, Sam and Mickie Orchard, Doris and Bob Donegan.

If you're in the neighborhood...drop in and join the group...old tales exchanged cheerfully!

First Wednesday, 12:30 to ?..*Petaluma Sheraton*.

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

THERE IS STILL SPACE ON THE WALL OF HONOR

Every time we run a reminder about the Wall of Honor, we pick up a few more names for the RUPA Wall of Honor at the Smithsonian Air and Space Museum. Even though we have more than 1400 names on the RUPA Panel, 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. 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*

THE COCKPIT WAS MY OFFICE

“The cockpit was my office. It was a place where I experienced many emotions and learned many lessons. It was a place of work, but also a keeper of dreams. It was a place of deadly serious encounters, yet there I discovered much about life. I learned about joy and sorrow, pride and humility, fear and overcoming fear. I saw much from that office that most people would never see. At times it terrified me, yet I could always feel at home there. It was my place, at that time in space, and the jet was mine for those moments. Though it was a place where I could quickly die, the cockpit was a place where I truly lived.”

– Brian Shul, *The Sled Driver*.

United Airlines Historical Foundation

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

THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

The July 19th luncheon was stag so we could all be our natural selves. The meeting started out with several "E.K." style jokes. We then had a moment of silence to those who have Flown West.

We enjoyed an excellent meal consisting of a mixed green salad then a large filet mignon served with mashed potatoes and asparagus. The main meal was then followed by an apple turnover.

After dining, Gary Powers, Jr., son of the famous U2 pilot Gary Powers, told us some very interesting facts about his father's famous flight over the former Soviet Union. Mr. Powers explained the difficulties he faced growing up in the shadows of his father who died in a helicopter accident when Gary Jr. was a very young boy. Gary Jr. told about his goal to establish a Cold War Museum. Gary's presentation was very interesting and informative.

Capt. Walt Clark (Chief Pilot DCAFO) gave us a brief rundown of some of the changes anticipated in flight operations company-wide. He also explained some of the reasons for only 25% of furloughed pilots accepting recall. One reason given was that those in the military were earning more and had better current benefits and better retirement prospects. Another reason was that a large number of recalled pilots lived on the west coast and would be required to move eastward which would require high expenses for an uncertain length of employment.

Of the 50 attendees, we welcomed several first timers: Joe Fabbo, Dick Rybak, and Van Stewart. Pete Mizelle was the guest of Sim Stidham. Mike Jocz, a working pilot accompanied his retired father Bob Jocz.

Also present were: Paul Andes, Jon Beckett, Michael Bennett, Al Buff, Chet Cassel, Hal Cockerill, Tom Coffey, Gary Cook, Gil Coshland, Dub Crawford, Ed Crowther, George Elliott, Jack Evans, Jim Foster, Paul Gilson, Bill Golemon, Bob Goodman, Larry Grube, Woody Hayes, Chuck Heid, Fred Keister, Roger Lemieux, Dave Malone, Frank McKenzie, Lew Meyer, Truman Miller, Bill Nolan, Ward O'Brien, Ralph Pasley, Herb Petitt, Gary Powers, AB Rainbow, Chuck Raney, Bill Rankin, Larry Rooney, Bud Ruddy, Bill Salisbury, Bernie Schwartzman, Jack Sodergren, Fred Streb, E.K. Williams and Tom Williamson.

A special thanks to:

Fred Streb for arranging the luncheon

Jerry Goebel and Bud Ruddy, for handling phone reservations

Hal Cockerill and Bill Salisbury, who assisted Jack Evans with check-in

Our next scheduled luncheon will be October 18, 2006, and it will be co-ed.

Jon Beckett

LAX SOUTH BAY LUNCHEON

Had a great gathering on 7/17 at the Hacienda. The group seemed to enjoy the informal lunch in the bar as opposed to the dining room and the same menu for not as many \$\$\$.

HOLIDAY LUNCHEON will be on DECEMBER 7 this year and pretty much the same menu as previous and the same lame jokes. Price will be around \$24.00 to \$25.00.--Watch the newsletter for more info later on.

Those attending yesterday were Pat and George Krosse, Shirley and Jack Hanson, Margaret Barnard, Herb Goodrich, Walt Albright, Jim Matheson, Gene Gawenda, Chuck Raphael, Loyd Kenworthy, Dick McKay, John Joyce, Ken Williams, Arvid von Nordenflycht, Tom Reidt, Bob Mosher, Don McDermott and yours truly *Rex May*.

*Annual SFO Area
RUPA
Christmas Party*

All Members, Friends and Family Welcome

Our Christmas party this year will be on

Friday December 1, 2006

It will be held at the

Sheraton Gateway Hotel
600 Airport Boulevard
Burlingame, California

You will be asked to bring a new, unwrapped toy, for the Toys for Tots Program
We will have the same orchestra as last year for your listening and dancing pleasure

Please reserve this date for a great party

Look here for the registration form in
Next months *RUPANEWS*

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Or: E-mail jimboymo@yahoo.com

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

SLOW-SPEED STRENGTH TRAINING

Exercise and temperance can preserve something of our early strength, even in old age.—Cicero

Why Strength Train?

Most people think of strength training as something just for body builders and, absent any desire for a sculpted, rippling physique, not something of particular interest to the rest of us. But this common perception has recently begun to change. Lately, we've begun hearing about the importance of strength training, not just in building bigger, stronger muscles, but also in preventing certain diseases, *notably osteoporosis*. Today you'll see a larger number of women—even older ones—turning up in gyms, taking an interest in pumping iron to strengthen weak bones. But, as it turns out, preventing osteoporosis is but the tip of the iceberg when it comes to the health benefits that science now attributes to weight training.

Recent medical research has demonstrated that strength training is the most effective way to achieve a healthier and fitter body. And unlike other forms of exercise that can take their toll on knees, ankles, hips, and shoulders, weight work, properly done, strengthens the muscles, joints, bones, and connective tissues while improving your overall health. In other words, the goal (and result) of strength training is to build you up, not beat you up.

It's easy to understand how strength training makes you strong, but how does strength training make you healthy? At the most basic level, it does so by improving the metabolic health of your muscular system and, consequently, most of the other systems of the body. Let's take a look at why. Collectively, the muscular system is the largest organ in the body, nourished and cleansed by the most extensive network of blood vessels. In fact, because the lion's share of your body's blood vessel (or vascular) system resides in your muscles, keeping your muscular system healthy of necessity enhances your vascular system. Contrary to common belief, most of your other organs, including the heart and lungs, exist to serve your muscular system. Improvements (or, for that matter, losses) here have an impact throughout your body.

The muscles you use when you exercise use the most blood, consume the most sugar and fat for fuel, produce the most heat, and require the most energy of all the body's systems. Not only is the muscular system the largest, most energy-consuming, heat-producing organ in the body, it's the only one whose function you can directly improve through exercise. There are no exercises you can do to improve your liver function or kidney function or your gastrointestinal tract function. And, although it may surprise you, there isn't much you can do to directly improve your heart and lung function. (As you'll learn in coming chapters, the perceived improvement in the heart and lungs that occurs with exercise is actually just an improvement in the muscles' ability to take up oxygen from the blood.) But all the body's organ systems do have one dreadful thing in common: they deteriorate with age. That's right, the older you get, the less efficiently your liver, kidneys, heart, lungs, and all the rest work. Even your muscular system deteriorates with age.

It's a sad but true fact of life that as you pass the age of twenty, you start losing a little bit of your muscle mass each year, not much at first, but more and more as you get older; between the ages of twenty and forty, in fact, total muscle mass can decrease by as much as 40 percent. This age-related decline occurs regardless of how active you are—unless, as you'll soon see, you regularly engage in a strength-building regimen that's properly done. (Surprisingly, studies have shown that both the sedentary and the physically active lose muscle tissue at about the same rate.) By the time you pass fifty, you're losing about 1 percent of your muscle mass each year. It's no wonder that you can't do what you could when you were younger; you simply don't have the same amount of muscle or strength that you did then. But you don't have to drift off into your dotage without a fight. You can maintain and even gain both muscle and strength despite the fact that—like everyone else—you're fighting the calendar. Studies have shown that the diminished strength that occurs with aging isn't an inevitable consequence of getting old: in both men and women of all ages, it's been shown repeatedly that strength is a function of muscle mass. And that's wonderful, because it means that if you can somehow restore the level of muscle mass you had at age twenty, you'll be just as strong as you were then—even if you're in your eighties. The good news is that you can do just that. Let's examine how.

Apart from eating a sound, nutritious diet devoid of toxic insults (such as excess sugar, fructose, and trans fats, the primary culprits in promoting diabetes, heart disease, and obesity) and not smoking or drinking to excess, there's not a lot that you can do directly to stop age-related decline in liver, kidney, heart, and lung function. The muscular system is another matter, and that's the big difference between it and these other organs: you can do something about muscle loss. If you do the proper type of strength training, you can stop and even reverse the loss of muscle tissue. This, in turn, triggers a host of benefits in the body's other organ systems. To provide the increased muscle mass with fuel and nutrients, your liver begins to work more efficiently. Your fitter muscles, better able to extract oxygen from the blood, put less demand on your heart and lungs when you perform any type of physical work, and you find that you're no longer puffing, panting, and feeling your heart pound as you walk or climb stairs. So, by improving muscle strength and mass, which you can do directly with a properly performed strength-training program, you will indirectly improve the health of all the other systems in the body.

Why Join the Slow Burn Revolution?

Although it's true that conventional strength training—if it's properly done—can bring about gains in muscle, strength, and fitness, it can be both tedious and dangerous. Traditional body builders spend endless hours in the gym and often injure themselves pursuing their goal of lifting ever heavier weights through more reps. Like the jolt that jogging gives your knees, hips, and ankles, performing the usual three sets of eight to twelve repetitions puts tremendous repetitive strain on the tendons and ligaments that support and stabilize the joints. In traditional-style weight training, lifters use momentum and gravity to help them lift heavier weights and lift them faster, and to snap the weights back and forth; in doing so, they risk repetitive trauma to the joints, ligaments, and tendons. At the very least, the consequence of this incorrect sort of weight lifting is soreness, with the ever-present risk of overuse injuries, strained or torn muscles, and tendonitis. Acceptance of soreness and injury is showcased in the much-repeated weight lifter's mantra: No Pain, No Gain.

By contrast, Slow Burn takes a completely different approach to lifting weights, with an emphasis on the three most important aspects of a strength-training program: safety, effectiveness, and efficiency. Instead of spending hours in the gym grunting, sweating, and straining, you'll learn how to do a controlled Slow Burn that will improve your strength, rebuild your bones and muscles, restore your vitality and postpone the aging process more safely and effectively than any other single form of exercise, in just thirty minutes a week. Sounds impossible, but it's absolutely true.

The secret to building strength quickly is exercising slowly and minimizing the effects of momentum and gravity. Although you can easily complete a full Slow Burn workout in under thirty minutes, you will perform each individual exercise with deliberate slowness. And while "slow" might sound easy, the focused slowness that eliminates momentum actually forces your muscles to work much harder. You can easily demonstrate the impact of reducing momentum. Get up right now and try performing a deep knee-bend the way you would normally do—go down quickly and bounce up.

Now try doing it incredibly slowly—take ten seconds to go down and ten seconds to rise up. Performed slowly, it's a totally different exercise, isn't it? Without momentum to assist you, your muscles had to work much harder the second time.

And it's the elimination of momentum that's at the heart of the Slow Burn Revolution, producing maximal strength gains with a minimal time investment. Studies have shown that subjects following a slow-speed strength-training regimen achieve 50 to 100 percent greater strength gains than those in a traditional weight-lifting program. That's up to two times as much strength, doing many fewer reps, taking far less time, with much less risk of injury, and in many cases with much less weight. How can this be so? Let's take a look.

The Secret of the Big, Fast Burn

Exercise scientists have identified four different types of muscle fibers: slow-twitch fibers (the smallest ones), two types of intermediate-twitch fibers (slightly larger and slightly faster), and fast-twitch fibers (the biggest, fastest fibers of all). (1.) The types differ not just in their size and the speed with which they can fire and contract, but in their use in the body. The big fast-twitch fibers, for instance, are designed for situations requiring explosive power of short duration. Large predators, lions for example, have great

numbers of fast-twitch fibers in their muscles so they can muster the explosive speed and power necessary to bring down large prey. The slower fibers, while unable to generate the zero-to-sixty power of their bigger cousins, have the edge in endurance. Animals (including humans) who lope along at a slow, steady pace for mile after mile after mile have a preponderance of smaller, slower muscle fibers. To envision the difference, bring to mind the image of the marathon runner, or the giraffe gracefully ranging across the open savannah.

We all have some of each fiber type in our muscles, although the ratios (which are set at birth) vary from muscle to muscle and person to person. Most great athletes, for instance, are genetically endowed with an abundance of big, fast fibers that give them the ability to explode off the line of scrimmage, slam a 95-mile-an-hour serve past an opponent, slap a puck into the net, or leap impossibly high to bring down a sure homer. They're simply not like the normal Joe, a fact that you can readily verify on any Sunday afternoon in the fall. If you watch an NFL game, you'll see big, fat linemen with their bellies hanging out, who look like they should be in front of the tube with a beer watching the game instead of earning millions of dollars blocking other big, fat linemen. How can these guys look so totally out of shape and be so quick and powerful? Luck of the genetic draw—they've got a high percentage of big, fast fibers to call on.

(1.) Exercise physiologists no longer use the slow- and fast-twitch classifications, preferring to call these fibers Type I (oxidative), Type IIa and IIab (oxidative and oxidative/glycolytic), and Type IIb (glycolytic), based on their need or lack of need for oxygen. We've chosen to use the older classification system because we think it's easier and clearer for the layperson.

Contrast the physiques of the NFL linemen with those you see in body-building magazines—with their big, ripped, glistening muscles, these body builders make the NFL linemen look like a joke. So, why don't these perfectly chiseled body builders (who often weigh as much as the linemen) play in the NFL? Because, in most cases, they can't; they have neither the speed nor the explosive power required to compete in that arena. While they have trained to make their rippling muscles larger and stronger, they've been endowed with far fewer fast-twitch fibers.

When you join the Slow Burn Fitness Revolution, you vastly improve all your muscle fibers; you'll strengthen the slow ones, the intermediate ones, and even the fast ones. You'll make them all bigger and more metabolically fit, but you won't alter their ratios. Like it or not, you can only work with the genetic endowment you've got, with the goal of making yourself the leanest, strongest, healthiest you possible. (We'll explore this topic in even greater detail in a later chapter.)

This is good news for many women, who might want the health benefits of strength training but fear turning into the bulked-up freaks that grimace from the covers of muscle magazines. Set those fears aside.

Women—without assistance from body-building steroids and other "muscle-building chemicals"—simply do not bulk to gargantuan proportions no matter how much iron they pump. They'll build some lean muscle, lose some fat, and become stronger, quicker, and more flexible. They'll build stronger bones and become more metabolically fit from their Slow Burn workout, but they won't turn into Ms. Incredible Hulk.

No matter what your gender is or what genetic hand you've been dealt regarding your muscle fiber makeup, age takes its toll. As we age, we watch our nimbleness and quickness fade, because our fast-twitch fibers begin to lose their strength and size. Things that once seemed easy—drifting over to snag a fly ball in center field, negotiating a mogul run on skis, bobbing and weaving through traffic for an easy layup, smashing a cross-court shot—become a challenge. As age continues to have its way with us, simpler things—putting cans of food on the shelf, lifting a small suitcase into the trunk or airline overhead bin, even carrying a bag of groceries—can exceed our capacity. The elderly can no longer do the simple things they took for granted in youth because time has robbed them of their muscle mass and, especially, the strength of their big, fast fibers.

Traditional weight workouts, particularly those designed for women and the elderly, usually involve sets of multiple repetitions using light weights ostensibly designed to reduce the risk of injury and increase stamina—or so the thinking goes. Unfortunately, it doesn't work that way. When you call upon a muscle to lift a given weight, the small, slow-twitch fibers respond first. If the weight is light, they can "tote the note" for many repetitions without fatigue. With more weight, however, these smaller fibers begin to fail, and the intermediate ones step up to the plate; they, too, can hang in for many repetitions with a lighter weight, lifted quickly. Only when the weight is heavy enough to fatigue both these fiber types do the fast-twitch

fibers come off the bench and join the workout. And until they do, your workout isn't improving their size, their strength, or their metabolic health. Nor will it improve to any great degree your performance of activities that require bursts of power, whether that's smashing a forehand volley, cracking a line drive, lifting a toddler to your shoulders, or jumping out of the path of a bus. If you want to improve your performance in sports that require quick, explosive, powerful movements, such as tennis, football, baseball, racquetball, basketball, or skiing, or if you'd just like the simple strength-dependent activities of life to be simple again, you'll need to strengthen your big, fast-twitch fibers—however many you may have—and there's no quicker or more effective way to do that than by joining the Slow Burn Fitness Revolution.

The Slow Burn Technique

The revolutionary Slow Burn technique is designed to quickly bring about deep fatigue of the lesser muscle fibers and ignite a burn sufficient to fatigue even those powerhouses, the big, fast fibers. The key element is that each exercise must be performed with slow, precise repetitions, in perfect form, with a weight heavy enough to take the muscle being worked to total fatigue in just a few repetitions.

Total fatigue is the point at which the muscle cannot move the weight anymore with any amount of coaxing. At that point, the muscle fibers send out a cascade of chemical signals that stimulate growth, increase strength, and improve metabolic functioning to ensure that should a similar work demand arise in the future, the muscle will be ready to meet the challenge. As a consequence, continued application of the technique quickly builds strength and restores the muscle mass, power, and quickness that have been lost to disuse or to age.

In a typical Slow Burn workout of a specific muscle group, you'll spend a mere sixty to ninety seconds perfectly performing a single set of only three to six repetitions. With each repetition, you'll take three seconds just to initiate the motion, allowing the muscle fibers to sit up and take notice that there's work to be done, then lift and lower the weight precisely and slowly. When performing a Slow Burn exercise with weights (either at home or in the gym), you'll want to select a weight so heavy that for the first second or two you feel like you won't be able to budge it. Just keep breathing calmly and pushing slowly, steadily, and with focus. If it's really too heavy, it won't budge. If you can lift the weight slowly, with good form, for at least sixty seconds, it is not too heavy. If you reach failure before about forty seconds, it's too much weight. If you can continue slow repetitions in perfect, slow form for longer than ninety seconds, the weight is too light. The ideal weight choice for any given exercise is one that allows you to complete three to six slow repetitions within the sixty-to-ninety-second time frame, before failure occurs. Your goal is to bring the muscle to utter fatigue—without letting momentum or gravity do any of the work for you—in good, slow form, not to lift a particular amount of weight.

Despite its terminal sound, "failure" isn't some catastrophic event during which the muscle collapses, but merely the point of deep, total fatigue at which no matter how hard you try you can no longer lift the weight and still maintain perfect, relaxed form. No twisting or arching your back, assisting with other body parts, grimacing, jerking the weight, or letting it fall with gravity. These maneuvers, so commonly seen in traditional gym settings, only invite injury and rob you of part of the benefit you would otherwise derive from your workout. Welcome failure—it is your sign of success and the targeted endpoint for each exercise.

If you spend a couple of minutes on each exercise with a minute or so in between as you shift from one exercise to the next, you'll be able to complete the entire Slow Burn fitness regimen in less than half an hour and without breaking much of a sweat. You will have taken all your major muscle groups to deep fatigue, and in doing so, you'll have stimulated the growth and strengthening of all the muscle fiber types—including the big fast-twitchers—as you could do in no other way. And at the same time, you'll have reduced your risk of osteoporosis, increased your flexibility, improved your cardiovascular health, and, as you'll see in the next chapter, traded some body fat for muscle. Not bad for thirty sweat-free minutes a week.

THE SLOW BURN FITNESS REVOLUTION; Chapter 2.

By Frederick Hahn and Michael and Mary Dan Eades, M.D.s

http://www.seriousstrength.com/slowburn_video.php; or call 212-579-9320 to order!

(See *RUPANEWS*, July and August, 2006 Issues)

LETTERS

BARRY BICKLE—Orlando, FL

Here it is birthday month again and for once I'm early with the note and the check is in the mail. Since last year's letter didn't make the news letter I'll recap a little. In May '04 I started flying a King Air 350 for a construction company in Modesto. We flew 350 hours the first year with no relief help and I decided maybe it was too much like work since the legs averaged :45 each and then sit for 6-10 hours. Bottom line I retired (again) in September '05.

I got married in March '05 to a wonderful lady named Dianne who lives in Orlando, FL. I moved to Florida and am a permanent resident there and we live there through the winters (about 8 months) and then in Modesto, Cal. for the summer to escape the humidity and Hurricanes.

Winter '06 was not much fun as I had surgery on both knees and the "green light TURPS" procedure on prostate as well. I'm back on my feet now and things are looking up.

In February we took a trip from Orlando to Chicago and New York and return via train with sleeping car accommodations. 1 of the 4 legs were on time so we felt like we were home on UAL but at least it was comfortable not being jammed into a middle coach seat. Just returned from a one week cruise to Alaska, scenery is beautiful and I recommend it. We are planning 2 weeks in Maui in October. I still haven't grown up, I'm still playing with trains big and small. Private rail car trip planned for October also.

Barry & Dianne

BLBickle@aol.com

GEORGE BLEYLE—Hudson, OH

Good evening, Ted;

Here's my annual news update.

My birthday's Aug 24 and my \$25 check to Jim Olson was in the mail this morning - honest!!

Aside from the financial pain with the loss of the pension. I decided long before I retired that, to the maximum extent possible, I would not let UAL

control my life! I have pressed on the best I can and, if I can help it, will never set foot inside a UAL airplane, again!

As I have a retired Naval Reserve medical plan (TriCare), I get absolutely nothing in the mail from United. As far as they're concerned, I do not exist. That's fine with me as the feeling is mutual. To paraphrase the Liberals, I have moved on!

I just hope I live long enough to see someone throw Glenn Tilton, Judge Wedoff, the UAL MEC chairman and the head parasite at the PBGC under a 747 - which they all richly deserve!!! Then, I'll feel a lot better! :-)

On a more positive and cheerful note, here's what I accomplished over the past year:

1) Last fall, after a one day "ground-school" and 165 hours of on-the-train OJT, I qualified as a brakeman on the Cuyahoga Valley Scenic Railroad. The CVSR is a local tourist railroad that runs on 25 miles of track between Independence, OH (just south of Cleveland) and Akron. On weekends, in the summer, it also runs a further 25 miles to Canton.

The CVSR operates a "fleet" of about 6-8 1954-1965 ALCO diesel engines (3 FPA-4s, 1 RS-18, 1 C-420, 1 C-424 and a few others) mostly built by ALCO's subsidiary in Montreal. Although the Conductor rides in a coach with the passengers, I ride in the cab with the engineer. Besides calling the alignment of switches ("lined up") and "lights," "gates" and "clear" at crossings, I also have a switch key and get to "throw" (align) switches, hook up the air brake hoses and hold the "cut lever" when yard operations require "cutting off" (uncoupling) and "tying" (coupling) cars.

When switching, the brakeman must give the engineer accurate car counts, such as "Ok back three cars to a 'safety'" and other standard commands, like "Brakeman to Engine 1822, the brakeman is clear, ok back 20 feet to a tie!" and "Stretch 'em out 1822; That'll do; good tie, 1822!" (Makes "Essential Power!!" look easy!)

Even though I work with many very experienced engineers and conductors that, in some cases, have 35+ years in railroading, everyone pitches in to help. I have never felt that, as a volunteer, I was being "used" or "belittled" by the far more experienced and talented train crews.

Some of the folks are really funny....., once, I was running with an engineer who had started with the Rock Island in 1959. We were going down the tracks and he turns to me and says, "You know, George, I once ran so many trains through the Iowa countryside, that I knew all the cows by their first names!"

2) Also, last fall, I bought a new 2005 Mainship 34 Trawler from Harborside marina in Wilmington, IL. The boat is equipped with a single Yanmar 370 hp diesel engine, a Raymarine C80 chart plotter, radar and autopilot and a lower helm with both bow and stern thrusters, thus making it very easy and simple to dock without assistance. The boat's name is "Triple7" - which I borrowed from my good friend Bruce Douglas (also a UAL B777 Capt Retired) of Palm Coast, FL who has a Bayliner 45 of the same name! Thanks, Bruce!)

EUGENE (GENE) BROWN—Saratoga, CA

24 years. Mary on O2, 24/7, so no Eugene travel. I'm still running but slower; if this keeps up another couple years I'll be going backwards.

Hello to all. Check to Florida.

Gene

R A (BOB) BROWN—Fernandina Beach, FL

Hi Ted

My thanks to all who work to put out the *RUPANEWS* !

I've been retired now for 3.5 yrs and love it. While I thoroughly enjoyed my 34 yrs flying the line - retirement is just as good. Time to seek new adventures and try new things. Eileen and I split our time between Amelia Island, Florida and Sturgeon Bay, Wisconsin. We are using our house up north as a Bed and Breakfast June thru Oct. It's fun work and we are meeting lots of interesting people! In Florida I've helped set up a metal working shop at our church where we cut, weld, grind parts for a 3 wheeled hand cranked cart for people in third world countries who have lost the use of their legs (due to land mines, accident or polio).

We have managed trips to Europe and Australia. We also have been doing quite a bit of motorcycle touring. I pull a small trailer behind my Goldwing and we have traveled around the Great lakes a couple of times and up the St Lawrence seaway up to Moncton, New Brunswick. Up to Winnipeg and across Canada to Banff Nat'l Park. Another year Billings Mont. and Yellowstone N.P. It's a great way to see the country that I flew over for so long.

Both of our kids now live in the Southeast; Jen near Atlanta and Paul in Orlando. They each have a set of twins - Jen - 5 yr old boy and girl, besides a 9 yr old girl. Paul has 3 month old twin girls. We have been back and forth to see the Paul's twins several times this summer; (can't keep Grandma away)

Life is good at this point and we really feel God's blessings being poured out on us! Thanks for listening!

God Bless!!

Bob

STUART M. CARLSON—Palm Desert, CA

Another year and age 75 this birthday. It doesn't seem possible that I should be this old, however time does not lie. Life seems to get better each year. So far this year, I haven't had an operation or been hospitalized.

We left Palm Desert May 25th to escape the heat and have been traveling in our new Prevost Motor Coach ever since, visiting friends all along the way to the East Coast. We have been To Nebraska, Minnesota, Michigan, Wisconsin, Indiana, Pennsylvania, North and South Carolina, attending rallies along the way. We plan to visit many more friends and end up in Toronto, in October. One of the highlights of our trip so far was our days at Oshkosh for the air expo.

Traveling by bus is a lot better than air travel, so it would seem, after this last weekend, with all the terror stuff that is going on. I haven't flown anywhere for at least 4 or 5 years on commercial flights.

That's all for now. Thanks to the folders and stuffers. My check is in the mail. *Stuart*

REMEMBERING LINDBERGH

BY R.E.G. DAVIES

The name of Charles Lindbergh transcends in terms of fame or ranking, or by almost any measure of evaluation, that of any other intrepid aviator who challenged the elements, defied the laws of probability (of survival), and who contributed vastly to the annals of aviation as a whole, and to long-range flying and navigation in particular. There were many other aerial trailblazers: Frenchmen such as Jean Mermoz or Costes and Bellonte, English flyers such as Sir Alan Cobham and the remarkable Amy Johnson, the Australians Charles Kingsford Smith and Bert Hinckler, the New Zealander Jean Batten, and Americans Wiley Post, Amelia Earhart, and Howard Hughes. These and scores of other hardy aviators combined to develop aviation during the period of the 1920s and 1930s when, within only a decade, the airplane was transformed from the status of a circus performer to that of a trans-ocean commercial passenger-carrying airliner.

The special quality of Charles Lindbergh was that his fame rested not on one particular achievement; but on the accomplishment of many great aerial voyages, each of them performed with a specific goal, not simply of winning more fame and fortune, but of expanding knowledge of how to face and to overcome problems of climate, terrain, and navigational shortcomings, in the interests of developing air transport. Yet much of these considerable achievements will undoubtedly be forgotten in the celebration of the 70th anniversary of the great flight of May 1927 when, alone, 'Lucky Lindy' demonstrated that sound planning, strict discipline, and superb airmanship could combine to conquer the hitherto unconquerable.

Let us remember that, later in 1927, Lindbergh spread the word of aviation by a goodwill tour of the United States, visiting every one of the 48—and was late on arrival on only one occasion. He followed this by planning the transcontinental air route for TAT, forerunner of TWA, in 1928; making inaugural flights for Pan American to Mexico, Central America, the Caribbean, and northern South America in 1929 and 1930; flying to China (with his wife Anne as navigator) by the Great Circle route in 1931; and circumnavigating the North Atlantic Ocean (again with his wife) in 1933.

To suggest, therefore, that Charles Lindbergh did almost as much as all the other pioneer intrepid airmen and airwomen combined may not be too much of an exaggeration.

THE SPIRIT OF ST. LOUIS

Many people in the US believe that Lindbergh was the first to fly across the Atlantic Ocean, a pardonable mistake because of the excessive publicity that was given to the great flight of May 20-21, 1927, at the time, and for ever afterwards. The fact that seven successful aerial crossings of the North Atlantic had already been made, in one way or another, does not, however, diminish his claim to true fame. Of his predecessors, the US Navy—determined to be first across—had used three NC (Navy-Curtiss) flying boats, escorted by half the fleet, of which just one made it to Lisbon and Plymouth via Newfoundland and the Azores, taking nearly three weeks to make the crossing to Lisbon. The First nonstop flight was made by Alcock and Brown, a British team who flew a converted Vickers Vimy bomber from Newfoundland to Ireland, although they crash-landed without knowing exactly where they were. The British airship, R 34, made a roundtrip from Great Britain to Long Island, New York (the first east-to-west flight), carrying 30 crew and observers (and a stowaway, a kitten, and two pigeons) to suggest that long-distance flying was the privilege of lighter-than-air, rather than heavier-than-air craft. All these flights were made in 1919.

Then, in 1924, there were two westbound crossings, by two US Army Douglas World Cruisers (the survivors of the first round-the-world flight), via Iceland and Greenland, and the Zeppelin LZ126, with 27 crew and four American officers, on a delivery flight from Germany, via the Azores, to the US Navy (it became the Los Angeles). The next successful North Atlantic attempt was made three years later - by Charles Lindbergh.

The difference between Lindy and all his predecessors was that he not only made the formidable crossing alone, but that he made it nonstop between two major cities on the continental landmasses, and not from, to, or via intermediate islands. Even more important, he landed exactly where he said he would; and later calculations have shown that his navigation was so astute that he deviated from the theoretically shortest distance between New York and Paris—the Great Circle route—by about only 15 mi (24km), and that over a nonstop distance of 3,600mi (5,800km).

He had selected an aircraft with careful technical evaluating skills. Contrary to general opinion of the time, to the effect that a multi-engine aircraft was preferable because it was safer, the Ryan Brougham, a small, single-engine general purpose airplane with an enclosed cabin, fitted Lindbergh's ideas. He felt that, in the event of an engine failure in the middle of the ocean, a twin-engine aircraft would be no more capable of sustaining flight on one engine than his Wright Whirlwind-powered Ryan. The most important element was to ensure that everything on the airplane was in impeccable condition.

Often forgotten too is that, even at the tender age of 25 — when most of us are still wondering what to do with our lives — Charles Lindbergh was a highly experienced aviator, a capable mechanic, and well versed in navigation skills, having flown with the Army, made several tours as a barnstormer, and had flown the mail between St. Louis and Chicago by day and night, in all weathers. He had already saved his life four times by parachute. He was a supremely confident young man, completely fit, possessed of considerable stamina, and was prepared to challenge other experienced flyers such as Commander Richard Byrd and Clarence Chamberlin, in the quest for the \$25,000 prize offered by the restaurateur, Raymond Orteig, to the first person to fly nonstop between New York and Paris.

THE GREAT FLIGHT, AND ITS SEQUEL

The effect on the world, and especially on the United States, was unparalleled. Newspapers could not find a type-face big enough to announce the news of his arrival in Paris; and the excitement was at least partly inflated because few observers of the aviation scene at the time had expected 'The Lone Eagle' to be able to fly more than a few hundred miles; and most were mildly surprised that he survived at all. But once the deed was accomplished, the effect was amazing. The press, the politicians, the public, from royalty to road-sweeper, acclaimed the Hero. The ticker-tape parade in New York was easily a record in tonnage strewn, and has never been surpassed since. Charles Lindbergh had, almost literally, to go into hiding, courtesy of Harry Guggenheim, to escape the weight of adulation thrust upon him.

Yet the great flight was, in a way, only the preface to a greater campaign: to awaken the American public to the vast potential of air transport as a vital element of the nation's economy and commercial activity. The 'Kelly' Air Mail Act of 1925 and the Air Commerce Act of 1926 had provided a legislative framework. Henry Ford had provided an aircraft that would carry people as well as mail sacks. But it was Charles Lindbergh's charisma, and his earnest dedication to preaching the cause of air travel as a practical way of going from one place to another — and he had been able to prove this, with incomparable élan — that constituted the spark that suddenly awoke the dormant interest in commercial aviation that had slept through almost a decade in the United States, while the rest of the world was forging ahead.

THE NEXT GREAT FLIGHT--NORTH TO THE ORIENT

During the next few years after 1927, Charles Lindbergh became a flying workaholic. He flew to Mexico City (where he met and married Anne Morrow, who was to be his constant companion for the rest of his life); he flew around the Caribbean several times; he flew across the USA constantly, including survey and inaugurals for the pioneer passenger line. Transcontinental Air Transport (TAT); but most important, he sought to find a way across both of the world's great oceans, the Pacific and the Atlantic. During the early 1930s, no aircraft seemed capable of crossing the oceans with any kind of payload; and indeed flights were still being made, and heralded as records of some kind, with aircraft fitted with long range tanks, and with

little more on board than the pilots themselves. In both cases, therefore, the Lindberghs did not attempt to break any records of speed or of distance. They simply tried to chart courses, and to examine local conditions, that would enable an airline (such as Pan American) to fashion practicable air routes to link the continents with passenger carrying airliners.

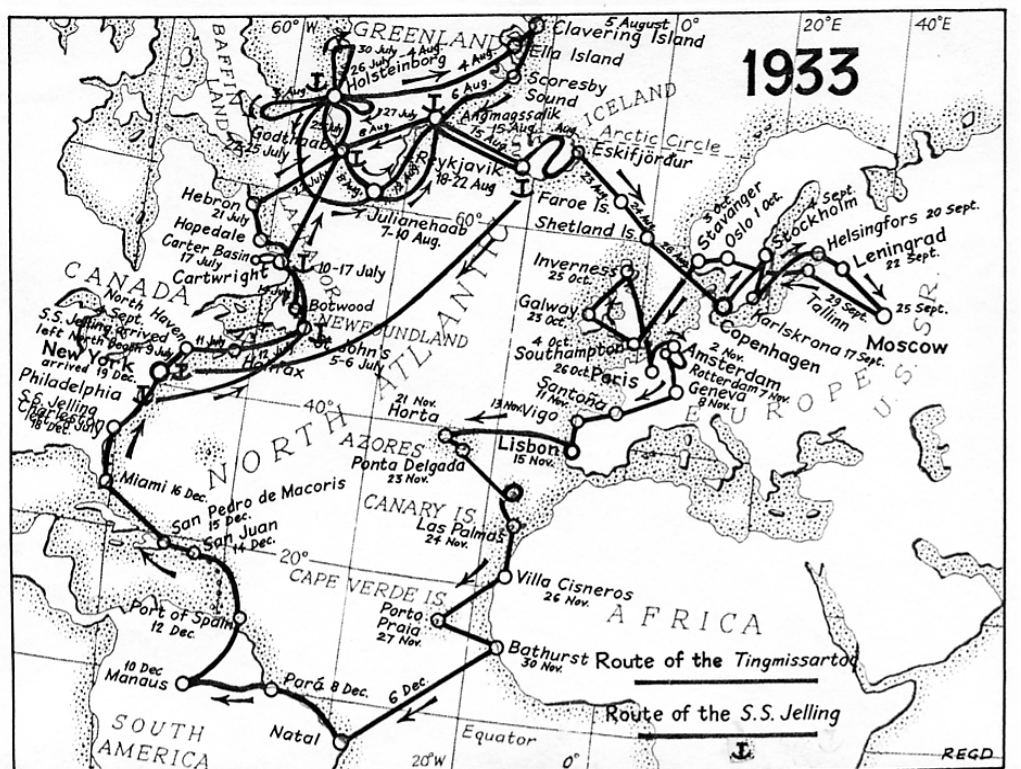
In Europe, the British, the French, and the Dutch were forging routes to the Far East, and eventually to Australia, in a similar manner by stages that were seldom more than a few hundred miles long. The French and the Germans were crossing the South Atlantic, albeit with supply ships; and the German aviator, Wolfgang von Gronau was surveying the North Atlantic route, in a Dornier Wal flying boat, via Iceland, Greenland, and Labrador.

Between July 27 and September 19, 1931, Charles and Anne flew from New York to Nanking, China, via the north coast of Alaska, the Kamchatka Peninsula of the Soviet Union, and the islands of Japan. Viewed on a conventional map of the Pacific Ocean, this would seem to be a long way round. But once again, in almost exactly the same sense as the New York — Paris flight of 1927, the deviation from the Great Circle (shortest distance) route was not substantial; and the Lindberghs sensibly avoided the fog-bound Aleutians. In the event, long-range flying boats were soon to be available; and the extensive installations and preparations that would have been necessary to shape up a northern route to the Far East (diplomatic relations between the US and USSR had only just been settled) rendered the Lindberghs' mission redundant.

THE JELLING EXPEDITION- CIRCUMNAVIGATION OF THE NORTH ATLANTIC

For the flight to China, the Lindberghs had selected the Lockheed Sirius, a sturdy two-seater floatplane; and it had served them well. Two years later, they used the same aircraft, and once again it did not let them down. In fact, it performed magnificently, completing an itinerary that could prove to be a formidable challenge, even today, to any flyers in any modern craft.

They left North Beach, Long Island, New York (site of today's LaGuardia Airport) on July 9, 1933. They arrived back on December 19 — just in time for Christmas — after a journey that involved more than 50 stops, covering 30,000mi (48,000km), and 25 countries. They made an extensive survey of possible landing sites in Greenland, visiting several isolated communities on both the east and west coasts. They stopped at the ancestral homeland in Scandinavia, reached as far east as Moscow, and returned via Western Europe, North Africa, and Brazil. Their itinerary took them to the Azores and to the Cape Verde Islands, and up the Amazon to Manaus on their way back home. Altogether, it was a most impressive achievement.



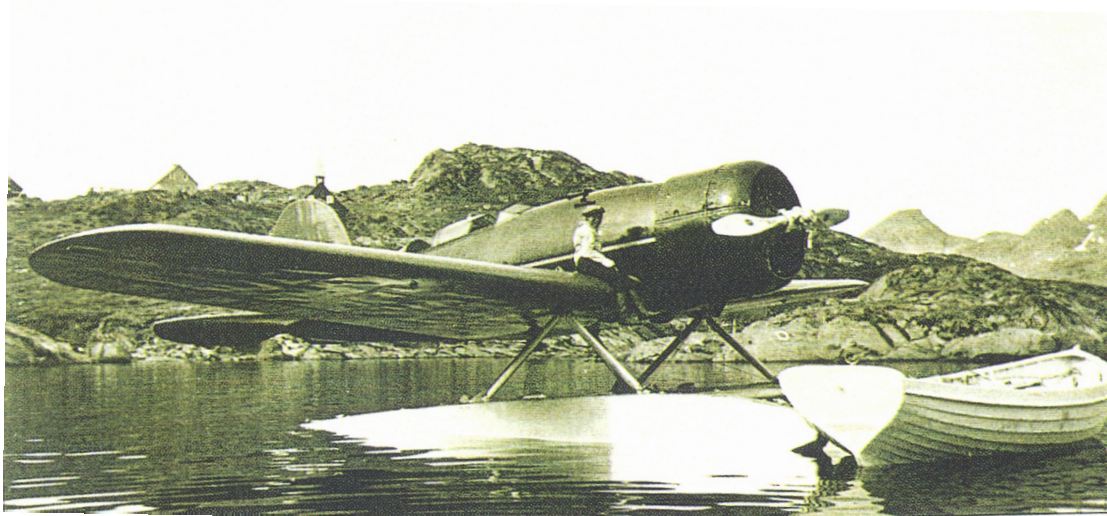
The Sirius (named by a Greenland boy the Tingmissartok — 'The One That Flies Like a Big Bird') and its crew had been commissioned by Pan American Airways, which had already gained extensive experience in Arctic conditions, from reports by Dr Vilhjaimur Stefansson, the distinguished explorer. Now Pan Am provided a supply and depot ship, chartered from the Danish Maersk shipping line, to act as a refuge for the tired aviators during their sojourn in the frozen north.

The Jelling was hardly a sleek or particularly attractive vessel; but the Danes knew what was required for work in its territories where icebergs and sub-zero temperatures were normal. The tremendous work of the Lindberghs, the Sirius, and Jelling combined to be the greatest contribution to long-range flying, navigation, and radio communication, as well as in assessing the climatic, economic, and political environment that Pan American's planners could wish for in plotting the airline's Atlantic future.

THE PERSPECTIVE

In paying tribute this year, therefore, to the famous flight of 1927, which captured the world's imagination then as none had done before and was never to be matched again, let us also remember that there were other great flights. They were not necessarily greater — this depends on the definition of greatness, and this is often a subjective evaluation. They were certainly different. But in terms of the practical effect on the progress of air transport, in contrast with the emotional and psychological effect on the public perception of aviation, they must be considered as the inevitable sequel to the aspirations of Charles Lindbergh when he pulled off the flying feat of the century on May 21, 1927. •

May/June 1997 -AIRWAYS



The Lindberghs' Lockheed Sirius at Angmassalik, Greenland, on the *Jelling* Expedition. Perhaps the boy on the wing was the one that christened the aircraft *Tingmissartok*.

JOHN CHAMPION—Naples, FL

Betty and I enjoyed two cruises since my last letter. One to Alaska was really outstanding. We are full time Florida residents and even enjoy the summer. We are both in reasonably good health and thank our parents for good genes. 62 years together this Fall. Tell Cliff the snow shovel is in good hands in Illinois. Thanks to the workers for the *RUPANEWS*.

John

CHUCK COREY—Evergreen, CO

Hi Ted:

Checks in the mail to Jim.

Sometimes it's hard to believe that seventeen years have passed since I last set the parking brake on a "Rope Start" 747.

Enjoyed the thirty-five years with untied. Now just enjoying retirement.

Emily's doing well after hip surgery last May, a year ago and we're traveling again from time to time.

Thanks to the folders and stuffers and all who keep *RUPANEWS* going.

Regards,

Chuck

LAXFO, DEN, SFO and ORD

SHARON CRAWFORD—Redondo Beach, CA

Hello Ted,

The check is in the mail to James, and I am trying to remember the highlights of the past year to send via e-mail to you. I hope the struggle is because of a full year, not senility.

My husband has become a good travel mate, but prefers that I schedule trips that include the golf clubs. So, last year when we lost the engine (Cessna Cardinal) on short final of the first leg of the trip to Oshkosh, we repacked and drove the Suburban with the clubs. That way we played in a few more states, and moved us along the goal of playing in each of the United States. We are now up to 25 states that we have played golf in. Next goal is to play good golf.

This year we managed to fly the renewed Cardinal to Oshkosh, then beyond, so that we have both finished landing in each of the states. We rented a plane in Hawaii years ago, and flew ours to Anchorage in the 1980s. He insisted that the landings be done in our plane, not in a UAL plane, so it took a while, but we are glad to have done it before gas prices are any worse. It is a shame to see deserted General aviation airports across the country, but with gas as high as \$4.75 a gallon in some places, it is not a surprise.

We spent some time in France taking French lessons and cruising on the Saone from Dijon to Lyon. The Canal and Company barge trips are excellent. The food is wonderful, and wine is plentiful. The French cook spends the day cooking the lunch and dinner for the 20 or so passengers, and we loved it.

This year will be for finishing the golf list and to visit the Presidential libraries and museums that we have not seen. Machu Picchu is another destination high on my to-do list, but I don't know if there is a golf course near-by. We'll have to find out.

Good health to all.

Sharon



BARRY DAVIDSON—Lincolnshire, IL

Seven years now and what a different airline and world it was then. 'nuff said about the crooks in EXO/WHQ. We are still surviving and enjoying life, Carol and I reached our 40th anniversary last month and still having fun.

Our biggest event this year was the marriage of our youngest daughter in May. A happy time and we lucked out with a hot but clear night which was good since the wedding and reception were outside. We got a new puppy last year and are having a ball with her but we had forgotten what having a new puppy was like. After a year and a half we are getting a little more sleep and it has changed our travel style. The pup's got over 16,000 miles on the road just counting our trips. Good traveler but it does change your hotel choices! Well worth it.

Thanks to all who keep RUPA and the *RUPANEWS* going. It is much appreciated. As they say, check's in the mail.

Barry new email - bk66dav@yahoo.com

PHIL FOSS—Lake Forest, IL (1969-2002 ORD)

In four and a half years since I set the parking brake for the last time, I have read with interest the *RUPANEWS*. I've enjoyed the articles, yearly summaries, and of course the comments on our lot in life as a result of the bankruptcy and current dependency upon the PBGC. I would like to offer a 'contra' view.

To give proper perspective, I preface my comments with the history that I (along with several others) was furloughed for almost seven years, and spent the majority of my career as a flight engineer (before I was able to bid F/O & CAPT) due to economic times and labor/management decisions. As a result of the bankruptcy, my pension was reduced by almost 70% from the amount computed as a result of the 2000 contract. Prior to 1989, my highest UAL income was \$70,000. I didn't exceed five figures at UAL until 1991, ten years and two months prior to my retirement.

My current retirement income from the PBGC is about \$30,000 a year. If you do the math, I worked less than twenty-five years for UAL at a fairly low salary most of those years. The really big money

didn't arrive until the last two years. An actuary would be inclined to suggest that my PBGC pension is generous given my work history.

I have another pension (as have you), its called the 'B' fund. While I have not yet started to draw on it, it will generate about the equivalent of the UAL pension under the 2000 contract at age sixty-five.

Strangely enough, I feel lucky. A job at which I worked about three days a week for almost twenty-five years results in a pension substantially higher than my average earnings over all my UAL work years. Is this a great country, or what?

I also find the current criticisms of ALPA inconsistent with my observations of the organization over my thirty-three years of association. ALPA has always appeared to me to be driven by self-interest (ours).

For instance (of maybe a thousand that come to mind), after the dot-com swoon in early 2000, UAL revenues fell in half. We had a board member who knew the numbers and could see disaster written with a capital D. What did he and his fellow MEC members do? Why they extracted the largest dollar gains for ALPA in the history of the organization (using that unique economic philosophy called "give us what we want or we'll shoot the passengers"). What was the consequence of that action? Bankruptcy. Who was there while this went on? I was, and (if you are a peer) likely so were you. We voted this MEC in. I don't think I'll ever forget that almost ten percent of our members voted AGAINST the 2000 contract because it wasn't generous enough!

How can we now feign surprise when ALPA discovers we no longer pay dues and pursues its self-interest to the exclusion of ours?

I think its time to get out there and enjoy the retirement time we have. Reliving the past will not change our current circumstance and I think most of us have pretty good circumstances to enjoy. Debi and I have our health, children, grandchildren, beautiful communities (we split our time between Lake Forest, IL and Princeville, Kauai) and great memories of yankin' and bankin' at UAL. I'm not sure it could get any better.

Semper Fi! *Phil*

BREAST CANCER AND HERCEPTIN

By Dr. Bruce West

The newest talked-about drug for breast cancer is *Herceptin*. Indeed, a study published in the October 2005 New England Journal of Medicine has sent the medical profession, oncologists, the media, and women with or at risk for breast cancer into a tizzy. What is it all about? The study indicates that during early breast cancer, adding Herceptin to a breast cancer protocol can reduce the risk of recurrence by ***more than half!***

Surely if that were true, it would be a breakthrough. The study indicates that women who received Herceptin had a 52% decrease in breast cancer recurrence compared to women who did not take the drug. In medical studies this is called the "unadjusted hazard ratio" or ***relative risk***.

However, the only thing that really matters is the ***absolute risk***. This refers to the number of women—both on and off the drug—who suffered a recurrence. Here's where the real numbers bring any sane researcher back to earth with a thud.

The risk of having a recurrence or other cancer event in the group who took Herceptin was 7.5%. The same risk for the group who did not take the drug was 13%. So the real decrease in risk—or the absolute difference in cancer-related events between the two groups—is 5.5% (13% minus 7.5%). But by using the relative risk numbers, the headlines could claim ***"half the risk!"***

Overall Survival Not Improved

The real question to ask in regard to this medical study is, after the three-year study period, was there any difference in the overall survival (overall deaths) between the two groups? At least here the authors of the study were forthcoming by stating that "overall survival in the two groups was not significantly different" But how can this be? Even a 5.5% decrease in recurrence should have made for better numbers for the Herceptin group. Except for one thing—Herceptin is ***cardiotoxic***.

Herceptin has a troublesome side effect—it is poison for some hearts. Despite very stringent screening for heart conditions, congestive heart failure developed in more than 4% of the Herceptin patients, whereas only 0.06% of the non-Herceptin patients developed this heart problem. This is one reason for the "no difference in overall survival."

In summation, Herceptin, when added to the standard chemotherapy protocols for women with early breast cancer, offers no increase in survival time. A small number of women will be spared a recurrence in three years. A still undetermined number of women will suffer a serious to severe weakening of the heart. Some will die from this and the other drugs they are taking. And unless they are reading this article, ***none will learn of the pitfalls*** of this treatment before it is too late.

Money to be Made

However, there is much money to be made by the pharmaceutical company, doctors and oncologists, nurses and cardiologists, and the media. The last group will not do real research on their own, but rather fall all over themselves reporting this "breakthrough discovery" exactly as it comes to them from the drug company. Who pays? You—to the tune of about \$38,000 per patient.

So what have cancer experts said about all this hype and misinformation? Here are a few gems from the medical profession about *Herceptin* therapy:

- "Revolutionary," "stunning," and "jaw-dropping."
- "For some women, [Herceptin] drug therapy could equal a cure."
- "The strength of the evidence is so overwhelming at this point that it would be almost impossible to withhold this drug from the appropriate group of patients."
- "We don't have to wait 10 years for data. The data is here today, and we're going to apply the information to patients today. So I'm happy. I'm also humble to be a part of this great study."
- And, The National Cancer Institute and Cancer Centers stated, "In 1991, I didn't know that we would cure breast cancer, and in 2005, I'm convinced we have."

Who Are These Experts?

Naturally, the most flamboyant statements about this expensive and over hyped drug were made by cancer experts who *also* serve as paid consultants for the drug company that makes Herceptin. One of these same doctors also brought us the new world of experimental, extreme high-dose chemotherapy that basically destroyed the bone marrow. This treatment required bone marrow transplants to the tune of about \$200,000 per patient. Close to 3,000 high-dose chemotherapies were for breast cancer patients alone—when in fact no one knew whether this treatment would be effective or not! It turned out not to be—and this same doctor finally admitted that this very expensive and very dangerous technique simply did not work!

Do Your Homework

So beware and do your homework. The media may use terms like "pivotal results," "astonishingly effective," "wonder drug," and "major breakthrough." But do you know if anyone really read the study thoroughly? Did anyone *notice* the results presented here in our summation of the study? Did they even care? It certainly appears not, and this is why it is critical to get the right information if you have cancer.

We have wonderful reports on cancer. Be sure to see "Treating Cancer Holistically," *Health Alert*, Vol. 23, No. 3, for solid information. Always get true information on whether medical treatments will help or not.

Some of the information in this article is from Ralph Moss, Ph.D. We always recommend that cancer patients start by contacting *The Moss Reports* at www.cancerdecisions.com. For a reasonable fee, you will get a true, unsullied, and uninfluenced report on your type of cancer and the effectiveness of the prescribed medical treatment.

Once you learn this, whether you pursue medical therapies or not, it is important to also employ a phytonutrient protocol to give yourself the best odds of survival. My article and reports can help. For specific information, you can drop us a line with a self-addressed envelope with two stamps and say CANCER.

Cancer can be beat. But not by Herceptin or any other single therapy. Get the real facts, turn off the TV, weigh your oncologist's prescriptions with data from *The Moss Reports*., and pursue a cure with real ammunition, not hype.

HOW TO REACH US: Address all questions to HEALTH ALERT, 100 Wilson Rd, #110, Monterey, CA 93940 (831-372-2103). Back issues are \$3 each. First-time subscription: 1 year (12 issues) \$39, 2 years (24 issues) \$77.

ROL HAMELIN—Vail, CO

Aloha to all,

Hoping not to sound like a broken record, but all is good. Married my Swedish girlfriend of 14 years this last Feb. Still spend 4 months in Italy exercising one of the Ferraris, over a month in Maui and the rest in Vail. Try to golf or ski most every day. Like everyone else, just feel a little more beat up each year.

Buona fortuna a tuto,

Rol rolvail@aol.com

JIM HANDSHAW—New Cumberland, PA

Hi Ted,

As I recall, the B plan was established in the 70's to balance the effects of inflation on the A plan. I didn't realize the A plan would be deflated so fast. As I write this annual update I'm looking at the PBGC benefits, 1/3 of my expected pension. All in all, my career at United has been great. It's sad to see the working conditions deteriorate so much for the present and future employees. I had thirty four years working with the best crews in the world. However, pilots must be smarter now because it took me twenty years to make Captain. My wife and I have been married forty years this month, and have three grandchildren. Fortunately, some of my investments have paid off so no need to sell the motorcycle or the second home.

Thanks to all the folders and stuffers. Dues check in the mail to Jim.

Jim handshaw@comcast.net

TOM HURST—Pinehurst, NC

Just celebrated my 80th birthday. Still remember Bob Eccles informing me just before retirement that most retirees only received 17 checks until they themselves checked out. It was a subtle suggestion but one that stuck in my mind! Still miss him and many others from the good old days. Bob did a great takeoff on Sgt. Shultz of Hogan's Heroes and was an excellent flying partner. I lucked out with my retirement and BPGC hasn't missed a payment or changed the amount. Nice part about retiring 20 years ago. I feel sorry for the later

retirees who have had so much stolen from them. It is criminal to say the least. Usual assortment of aches and pains but still getting around. We both have been very fortunate with our health. Had a false alarm last January that threatened our annual trip to Maui. Dr. informed me that something terrible was going on in my stomach and that I should delay and enter the hospital right away. I decided to take the trip anyhow. When we returned after six weeks, I put myself at the Dr's disposal only to find after a series of tests that the first x-ray no longer was so! Glad we decided to go even though some thought our decision was not very smart. Reminded me of flying, go or no go decisions were made frequently. Best to all. *Tom*

JERRY BLALOCK—Carmichael, CA

Hi Jim,

Sorry to be so late with my RUPA annual. It's on the way. No excuse, just been busy ... and senile.

Still flying my partnership C-182 (O-520 engine) and have joined Angel Flight. Neat program.

I'm giving a lot of free BFR's to my partners plus a little instruction on the side. And am riding the Sierras on my R1100GS Beemer scooter. Beautiful country, great roads.

I'm now the commander of the Sacramento County Sheriff's Air Squadron and that's what's keeping me hustling. Lots of planning, coordination and prep for the monthly meetings, excursions, etc. Am also volunteering a minimum of 8 hours duty a month (I average about 15 per) as a Reserve Deputy Sheriff with the Sacramento Sheriff's Dept. Interesting work.

My wife Ann, a FA out of SFO, is halfway through a masters program in social work at Cal State U. Sacramento.

She likes to keep busy and this may supplement her shaved retirement from UAL. She flies about once a month and still enjoys the travel. I was always junior for my age, but now am happy I retired in '94 because I haven't been hit by the "reaper" ... also glad for my tour at TK (sure helped my final average!) and that I stayed in the Air Force Reserves! But I still miss the B767/757; always will!

We are in great health (knock, knock) and love the Valley – no hurricanes but lots of heat. Thanks for yours and all the rest of the helpers' good work, Jim. We send our

best regards to all ...

Jenny airbear@surewest.net

DAN JESSUP—Seattle, WA

If you are one of the fortunate men who has NOT been treated for prostate problems, you may find this note interesting, (maybe even important). Around the time I retired from UAL, in 1984, a doctors article impressed me with the fact that 80% of all men who reach 80 years of age will have had or does have prostate cancer. For that reason I established an annual routine involving a PSA blood test combined with a digital palpation of the prostate. For over two decades those tests indicated that all was fine. During those 20 plus years my PSA was steady at around 2 and digital tests indicated a healthy prostate. Just before my latest PSA test (2005) I read a medical paper indicating there were some physicians who now felt the old established guide lines were misleading. Those old guide lines were that only PSA numbers increasing into the teens or above were indications of prostates that required intervention. Instead of being concerned only about high PSA's, this new theory warned that any sudden increase, (doctors called it a vector), even if PSA's were very low, was the more important indication of trouble. So when my current PSA came back indicating a change (after 20 years) from 2 plus to 3 plus, I tried to make an appointment with a urologist and was told to see a family doctor first because one could not make an appointment with a urologist with out being referred. The family practitioner, after examination, said the digital exam indicated a "healthy and youthful prostate" and the vector theory was not a proven indicator so my very low PSA indicated there was no reason for concern. Still having an uneasy feeling, I went to an internist who said he was a firm believer in the new vector theory and even though my PSA rise had only been one unit, and PSA total was very low, it still was a 50% increase from what it had been for over 20 years. This could indicate the presence of a rapid (read bad) type of cancer, not the slow growing type that

would be of little concern in a man of my advanced years. When he palpated my prostate he detected a clear indication of irregular swelling on the right side. He referred me for biopsies and to a urologist. The rest is history. My prostate and the various giblets (laymen's term) around it are gone. The surgery, last April, was a snap requiring only a day and a half hospital stay. There have been no problems since. The pathology tests on the prostate, following surgery, indicated serious cancer throughout the entire right side with penetration into the prostate casing, which meant cancer was about to spread outside the prostate (read "very bad"). Time will tell if that occurred. The doctor said "we sure got that one just in the nick of time". So I am now a firm believer in the "Vector" theory and would encourage any man to get annual digital and PSA test. If the PSA increases a fair percentage, no matter how low it is, don't wait for the PSA to reach a high number. Also, it became obvious that one should get to a urologist regarding such matters and should not settle just for a family physician. One other thing I learned involved the digital prostate test. The family practitioners palpation was inaccurate because the test was performed with the patient (me) lying on my side rather than assuming the more undignified posture of standing bent over the exam table with fanny high in the air. Both the internist and the urologist used this latter method which they said allowed a much better and more accurate palpation of the prostate then the lying on the side method. In closing I would like to do my bit to encourage RUPA contributors to include the years they were with UAL and the domiciles to which they were assigned. Its interesting information and refreshes old memories regarding exactly who is writing. - 1954/1984 Sea - *Dan Jessup*

SKIP & JEANNE LA ROCQUE—Hobe Sound, FL

Year #12 of retirement was a very busy year, to say the least. It started off by a visit from two ladies - Katrina in August and Wilma in September. Wilma was a humdinger. We survived the hurricanes and unwound on a cruise to the Eastern Caribbean on board the Caribbean Princess in November. When we got home, Jeanne had a cataract removed from her right eye and a lens implanted - everything went like clockwork. In December we drove to

Virginia and spent Christmas with the family. January and February were quiet; then the wheels started to come off. In March, Jeanne's mother fell and broke the bone in her upper right leg. After the hospital stay, we moved her to a nursing home. I went thru the paper work drill to get her qualified for medicaid - fun, fun, fun ! Then we closed down her apartment - possessions going to our kids, charity, and the dump. Our SUV was full for the trip home. In April, Jeanne and I celebrated our 50th wedding anniversary. At the end of April we drove to Virginia again for a grandson's confirmation; then again in May for twin grandson's confirmation. At the end of June, Jeanne's mother was called home. We drove up to Virginia and made all the funeral arrangements. We had the funeral Mass in Alexandria, VA (the day after her 101's birthday). Then she was flown to Pittsfield, MA where she was laid to rest. We stayed in Massachusetts for a week visiting my cousin. She had a cookout on the weekend, which was a "gathering of the clan". From there we drove to North Myrtle Beach, SC, where we had rented a large house on the beach. All the family members showed - 15 of us. Some days were a little wild, but the grandkids had a great time. We lucked out on the weather - 7 days of sunshine. Then we drove back to Florida and settled into a slower pace of living. Health wise, we're doing OK. I had a melanoma and several basal cell carcinoma's removed in the past few months. Jeanne exercises at the pool 3 days a week, and I'm still running around on the tennis court 3 days a week. Til next year, stay healthy, and for you fighter pilots - check six!

Tail winds, *Skip & Jeanne*

WILLIAM LAWRENCE—Port Hadlock, WA
Another year without major mishap. My favorite Marine, Darlin Daughter Ginger, returned safely from her 2nd tour of Iraq. Old Dad here thinks if the Corps wants to send her out of country again, Hawaii would be just about right. Son Morgan belongs to the Washington State Air Nat'l Guard, and took a year's leave from Pinaccl Airlines (The Northwest feeder, flying RJs) to learn how to fly helicopters, Army style, down at Fort Rucker, Ala. He completed basic training in a Bell Jet Ranger, (Top of his class, naturally) and is well into

Blackhawk school. So I got one kid back from Iraq, and another one setting himself up to go there. Who said things get easier when they're grown and on their own?

As for me, I didn't do much. Well, I did take a boat ride. Got on the QE2 Jan 11 in Fort Lauderdale, and rode her to Southampton---The long way around. 103 days, 40,000 miles, 40 ports, 25 countries. Darlin Daughter needed to decompress from Iraq, and I had a spare upper bunk, so I asked her along. She joined in Los Angeles, and jumped ship 2 and a half months later in Athens. Wanted to see a little more of Greece. I think so long with a big boat full of old people and sharing a room with her old man was enough. Then in Southampton I switched over to QE2's big kid sister Mary and rode her to New York, completing the round-the-world fantasy. It's surprising how much ground (or water) you can cover at 22 knots if you just keep going. And yep, I'd do it again. Time zones don't hurt so much if you never cross more than one in a day.

As for that career I had, it seems more and more unreal as it recedes into the past. It was the career I always wanted, the only one I ever wanted, and I miss it. But I miss what it was, not what it has become. I think those of us now retired can honestly say we had it when it was good. Those days are gone, forever. Son Morgan is a 3rd generation airline pilot, and when he returns from Fort Rucker, he will have captain seniority with Pinnacle, but depending on several other possibilities, he may not go back. To drop out back in our day would be unthinkable, but as it is now, I wouldn't blame him one bit. Any of my old buddies, classmates, captains, co-pilots, or old United co-workers from any department who happen to find themselves on the Olympic Peninsula are welcome by anytime. I can be reached at captainbil@earthlink.net. So, until next year. *Bill*

PS. The check's in the mail

DAVE LINSLEY—Barnardsville, NC

WOW!! Another year gone! Has it already been almost 9 years since July, 1997? Phew---I guess I got off xxxx with only Parkinson's disease, diagnosed two years ago! STALEVO, 3X/ day seems to keep it in check.

Divorce reared its ugly head this year, for the 3rd and last time. It seems I have a penchant for marrying younger gals with lousy taste in husbands!

In any xxxx, I pray for Glen Tilton xxxx xxxx with only 4.5 million in your trough! What a man(?)

Bye bye 'til next year! The only fault I find with Asheville is an almost total lack of lakes for sailing.

Hey---why xx are 60,000 people still at xxx for UAL!? Xxxx, say the scabs, they love xxxx at UAL. Right!!!

Remember Back Quom

HERB MARKS—Federal Way, WA

Nineteen years and counting. Seems as though the first fifteen or so were a lot less frustrating than the last four have been. I really I hope I'm around long enough to see what the youngsters with ALPA will have to say about their retirement plans when they reach age 60. What a disappointment to have not only our wonderful company become such a mess, but to have our fellow pilots turn against us at the same time.

Not much traveling with the motorhome this year again. My fixed and also unreliable retirement pay won't justify \$3.00/gal for fuel when it gobbles it down at the rate of 6.5 mpg. And to think that poor BP oil company only made EIGHT BILLION in the second quarter alone. Well, they do have a few miles of pipeline up on the Alaska oil fields that are needing repair. That's gonna take a least a few million out of their pockets.

Ruthann and I are still moving along pretty good. I've got bad knees that's really made a mess of my golf game and she's having some problems with hip bones.

I'm either a "liberal Republican" or a "conservative Democrat", but I know that if there ever was a time for a change it must start with this fall's election. We've got to get rid of enough of those self-centered Republicans on the hill and the White House and get some better ideas on how to run this country. I only hope the economy doesn't fall out the bottom before we run "W" out of Washington, DC.

Regards, *Herb*

GEORGE & JACQUIE MATHES—Woodstock, IL

Not much to report after eight years into retirement. Still practicing in the financial profession and enjoying the frequent contact with many old friends/acquaintances. Still saddened by the damage caused to the financial welfare of so many colleagues by the bankruptcy. Fortunately, health hasn't been an issue for either of us so far. Thanks to all the volunteers that make *RUPANEWS* a reality. Check on the way.

George & Jacquie

GEORGE MENDONCA—San Mateo, CA

I'm on the biannual letter writing schedule this year. November 2004 I bought an experimental Kitfox-4 plane. (95% done but it took 9 months, 609 hours to complete.) During the last year it was down for engine problems for 3 months. Even so I am nearing 100 hours of flight time. I've been flying to many airports that I've heard about but haven't flown into. Lots of fun!!! I went to a fly-in at Boonville last Saturday, what a hoot!! I still fly Young Eagles every month; up over 1000 children to date. It makes me #3 in California. The Hiller Museum has a B-737-200 cockpit on display #9563 and I have over 185 hours in that plane. I am a docent once a month to stand by and answer questions. For the most part it's a lot of fun but once in a while you get the maverick you wish had stayed home. I enjoy all the letters in the *RUPANEWS*. Well as they say "Keep the dirty side down." *George*

BOB & BOBBIE MITCHELL—Gautier, MS

Ted,

Checks on the way. The past year has been devastating for us. Sold our retirement home in Texas, and moved to Diamondhead, MS, just in time to be wiped out by Katrina. We lived on the Cruise Ship "Holiday" for six months. Then in a tiny FEMA trailer for a while. Have rebuilt the hangar, and plan to start rebuilding our house soon. For now we are here in Gautier. Please update my records.

Best wishes, *Bob*

228-223-2592

rleemitchell@cableone.net

JACK MOORE—Camarillo, CA

It is just a minor thing, but I notice that the July *RUPANEWS* is still showing Jackie Abel as the “Widows Coordinator”. Since she died several months ago, I felt that perhaps it was overlooked that her name was still appearing. No reply is expected.

My memory is still reasonably intact. At least I remembered to draw a check today for the annual stipend and have it on the way to Jim Olson.

Keep up the good work! You're doing just fine.

Best regards, *Jack* (retiree since 1981)

CHUCK AND MARGE MUHL—Fallbrook, CA
HELP on B-day 72!

No one answered my last request for info leading to the whereabouts of a Skyraider AD- 6/7 aircraft. In spite of no help, there will be a “Fist-of- the Fleet” Skyraider bird unveiled in VA-25 livery aboard the USS Midway, hopefully, in November.

Now, getting to the above latest request for help: In the mid 1950's there was an audio tape being passed around the navy flying community. It was hilarious and was about an infamous screaming SNJ formation instructor. Background: One day, four instructors intercepted four solo formation students on their way to preflight their planes after they had been thoroughly briefed by their "screamer". The instructors had pre-scripted flight cards that called for them to, among many scenes, break into the echelon, use excessive closure rates, pass incorrect leads, simulated running a tank dry, heading for the deck, as well as returning to the landing pattern to break up and land from opposite ends of the duty runway, etc. The radio channel was held clear for recording by the tower and later publication of his nonstop screaming. One example, while in the landing pattern(s), he screams for the RDO, "that he has four student pilots up here who have lost their minds and to SHOOT THEM DOWN". I, through the years, lost my copy and I'm looking for someone with the tape that I might copy. It was said the “screamer” got back at the instigator and cut him a false set of orders and after his household wares were packed up and on their way, he let him know they were fake. His screaming provided many laughs for multitudes of students and instructors.

My logbook says I flew T-28B 138306 on 1-7-57 on my first dual formation flight with instructor Richardson.

I'm taking each day as it is given to me and thinking of what each day brings to my Son-in-law Paul and his Marines, MWCS-38. on their forth tour to Iraq.

Until next year, "keep the blue over the brown".

Chuck...

'68-'94 JFK, LAX, EWR, CLE, LAX.

FRANK MURDOCK—Salt Lake City, UT

Dear Ted,

Due to my involvement in the RUAEA organization, I was given the privilege of receiving a complimentary copy of your RUPA Newsletter. This was due to the fact that I was president of the RUAEA group, and I really appreciated your president's courtesy copy to me.

Just as an aside: I started my career with United in 1943 and was involved in the Air Transport Command operation. In reminiscing a bit, it was during those years that people -- like, Bill Dunkle, Ross Cottle, and many others of the old-timers -- were flying in the Second Seat of the DC-3s. In later years, I spent my time in the airport operation mgt. end of United at MDW, LGA, JFK, ORD, and EXO - with my last seven years spent as mgr. of ops at SFO. Having worked at so many locations, it was always a pleasure to stay in contact with many of the early pilots. As I read the RUPA & RUAEA Newsletters' "*in memorium*," I would like to add that many of our early coworkers have "Flown West."

And at this point in my life - 87 yrs. young - the years are catching up with me and my eye sight is fading. Therefore, may I suggest that you discontinue sending me your actually very interesting newsletter - for the reasons just quoted above.

Thank you again for the complimentary copies.

Best regards.....

Frank Murdock , SLC

Thanks to you, Frank, for your service.--Ted

BAYER SELLS BANNED IN U.S., AIDS-INFECTED DRUG, IN EUROPE, LATIN AMERICA AND ASIA

Mercola.com

Recently unearthed documents show that the drug company Bayer sold millions of dollars worth of an injectable blood-clotting medicine -- Factor VIII concentrate, intended for hemophiliacs -- to Asian, Latin American, and some European countries in the mid-1980s, although they knew that it was tainted with AIDS.

The company stopped selling the drug in the United States in 1984, but continued to sell it overseas for an additional year.

The medicine was made using combined plasma from large numbers of donors; at the time, there was no screening test for the AIDS virus, so a tiny number of donors with AIDS could inadvertently contaminate a large batch.

Unloading the Drug on the Unknowing

Records show that the company continued to sell the medicine overseas in an attempt to avoid being left with a large stock of a drug that was no longer marketable in the United States. The dangers of the drug had become well-known domestically, but the news was slower to reach other parts of the world.

However, Bayer also continued to manufacture the medicine for several months after pulling it from the market in the United States, because it was cheaper to produce than the new, safer product they were introducing as a replacement.

Although worldwide numbers are difficult to calculate, in Hong Kong and Taiwan alone, more than 100 hemophiliacs contracted HIV after using the medicine, and most have died.

FDA Collusion

FDA regulators helped to keep the continued sales hidden, asking the company that the problem be "quietly solved without alerting the Congress, the medical community and the public," according to the minutes of a 1985 meeting.

YouTube.com April 2, 2006

New York Times May 22, 2003

Dr. Mercola's Comment:

YouTube is really great and is so much easier and more enjoyable than reading current news items. Please be sure and watch the YouTube video above about this unbelievable action by Bayer.

I'm sure you'll be as upset as I was to watch this recent video clip from MSNBC's Scarborough Country, and read the original article in the New York Times.

Bayer knew this drug was killing people, but they considered their bottom-line profits more important than human lives. Think about that. Money is more important to them than your life.

What more proof could you possibly want that the drug companies simply do NOT care about you, they are NOT on your side, and they are NOT benevolent. The purpose of a corporation is to make a profit. Their intention is not to make you well, but to sell you their drugs. Even if the drugs just make you sicker. In some cases, even if the drugs kill you, as long as they can get away with it.

Fight for Your Health is an excellent book that reviews this topic in more detail and does a wonderful job of exposing the FDA's betrayal of America. It explains that this shocking behavior by Bayer is not surprising at all if you merely examine history. Between the mid-1920s and mid-1940s Bayer was part of the

notorious IG Farben that was intimately involved with the human experimental atrocities committed by Mengele at Auschwitz.

Eyewitness testimonies held in the Auschwitz camp archive show the doctor who force-fed prisoners pills worked for the pharmaceutical company Bayer when it was part of the IG Farben conglomerate. Seems little has changed at Bayer in the fifty years since World War II.

This information might cause you to have second thoughts about ever purchasing another bottle of Bayer aspirin.

And please remember you can't count on the U.S. government to act on these types of atrocities.

When the French government discovered the Bayer cover-up going on under their noses, officials who made the decision to bring the tainted drug to their country were arrested and sent to prison. In America, however, no Bayer official has ever been investigated or indicted.

The FDA actually allowed this to happen and did nothing to prevent it. To kill innocent women and children because Bayer wanted to turn their potential loss into a profit.

Thanks to changes in the laws over the past 20 years or so, the FDA is actually being funded by the corporations they are supposed to regulate. Corporations are now their "partners" and "clients."

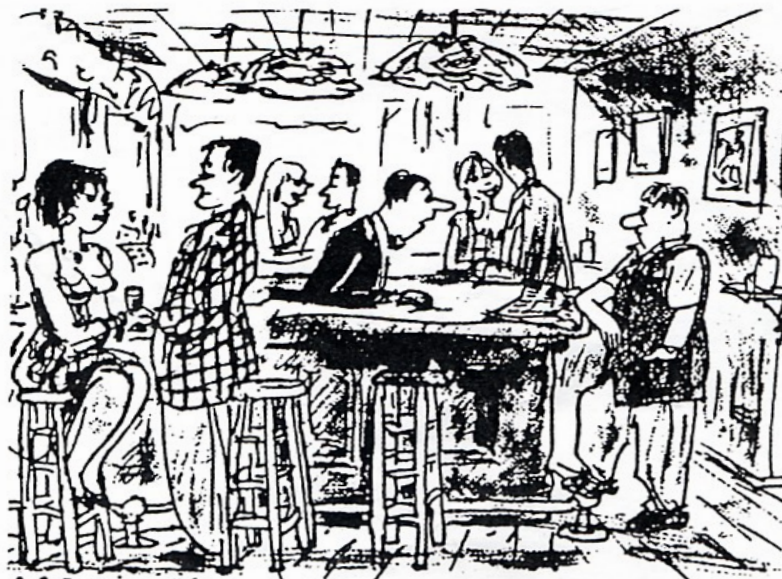
The real purpose of the FDA is to put a stamp of approval on drugs so that people believe they are safe; these days, they care very little about actual drug safety. If you had any lingering belief that the FDA is able to protect your health, this story should remove any doubt.

Events such as this, which are sadly all too common, are why I will do everything in my power to transform the conventional system of medicine, which allows these types of unconscionable behavior.

Mercola.com; Health Blog
Joseph Mercola, D.O., Editor

The thing that bugs me is that the people think the FDA is protecting them. It isn't. What the FDA is doing and what the public thinks it's doing are as different as night and day.

—Herbert Lay, M.D., former FDA Commissioner



"Joe, the beautiful people are back from their summer places. Would you mind not coming in anymore?"

PAT MURPHY—Morrison, CO

It's been a quiet year here in Paradise, just trying to stay cool and ahead of the weeds.

Wednesdays usually finds my Cessna 170B and me flying off with the lunch-bunch to some exotic cafe near an airport. In March Dee and I took an Elderhostle tour and history lesson to Guanajuato and Dolores Hidalgo, Mexico—with a side trip to El Tablon, where Dee's Mother was born and raised. It was a delightful and interesting adventure. In Sept. we are planning a paddle wheel steamer cruise South from Juneau thru the inside passage to Seattle. That's about as exciting as it get for the 75th, and 15th year since I bought ol' #4 in to SFO from Hong Kong.

Thanks to all who put in time and energy at RUPA and the newsletter, checks in the mail. *Pat* DEN-SFO 1956-91

SAM O'DANIEL—Evergreen, CO

Hi Ted, Just a quick note.

Judy and I are doing great here in Colorado. Have been playing lots of golf (not that the game has improved any), doing lots of traveling to So. Calif and Memphis. Taking care of the moms in Memphis. Judy's mom turned 100 this year and we had a nice party for her. Lots of friends and family from all around the country came. We have two granddaughters here in Colorado we get to visit quite often, then we head to So. California to visit the grandkids there!!

Almost four years into retirement and enjoying every second of it!! Glad I'm not out "Flying the Line" anymore. Doesn't sound like it is too much fun.

Thanks to all the "Folders and Stuffers" for all the hard work getting the News Letter out and keeping us up to date

Check is in snail Mail---- *Sam*

WILMER "BILL" RICHARDS—Trinity, FL

Dear Ted:

It is my sad duty to report the death last month of my wife Mary. After a lingering illness, she died just eight days short of our 52nd anniversary. I

could write pages about her but suffice it to say that she was loved and will be sorely missed. She leaves me, a son, a daughter and five grandchildren

JAMES A. SORENSEN—Honolulu, HI

Dear Ono Nene,

My apologies for using this forum to vent my frustrations, since the pineapple satcom no longer exists, I have no other 'bloody pulpit'.

As the worshiper of Allah feels for the infidel stationed on his holy land, as the Hebrew felt for the destruction of the temple, as the Christian would feel for the desecration of the crucifix, as the American Indian felt the raping of mother earth by the invading Europeans, and as the first Hawaiians felt with the scattering of the heiau stones, I feel as Steve Forte cavorts, celebrating his retirement in Hawai'i.

This man, along with Mr. Roichek, should never be welcomed in this state. How many lives have they disrupted due to the closing of the Honolulu domicile? And for what purpose? To have a strong position in the Pacific you must have a domicile in the Pacific. It is, was, and would have been still economic.

I can not call Steve a scab, he technically did not scab. But, is there a significant difference between him and one? It seems to me the over riding trait of a scab is to be concerned with ones own needs, than with the group as a whole. His insensitivity to those he trampled is amazing.

At his celebration in Cha Chas, how much of the money he spent came from his ill gotten gains as a power broker at UAL? Did all retirees make an unwanted contribution to his bottom Line? I am so glad that the original owner of that restaurant sold so that the proud Viking heritage of my ancestors was not sullied.

I do celebrate that this VP of Flight Operations has indeed retired, as I am sure, virtually every pilot on United's seniority list does. To coin a phrase from the south, Steve go home.

In the words of Jaimie at an MEC meeting "Steve Who?" Soon that will be the truth. Steve nobody. The Forte with no forte'.

Aloha, *Jim*

S. W. (BILL) STOKES—Idaho Falls, ID

Hi Ted,

There are so many poignant facets to the *RUPANEWS*, one could spend a whole annual letter to the editor expressing appreciation, acknowledgement. (Oh yes, I too remember that or was there or somesuch), and I'd like to start mine with a note about the B-377 on the July cover. No, I did not fly that bird but was a mechanic at SFO when the ramp guys would load her up with the dining service for a HNL flight. They didn't just push buttons and watch an automatic elevator slide into place. Items were placed by hand into drawers carefully, I thought, watching their white-gloved hands take about 2 hours for the operation, while the mechanics serviced those big 4360's. To a ramp tramp like me, I thought that cockpit was straight out of Buck Rogers! Then, I read about people with medical situations and see more heroes, and silently give thanks I haven't yet had to tread their paths, (but I listen carefully in case I do) and the Flown West section is always a tough one for me because there is always someone there whom I admired, flew many hours with, maybe even knew something of their families, perhaps trained by them, or argued with care and concern over the proper dispatching of a flight. I read with awe and wonder of accounts of their accomplishments, at United, in the military, in their family lives. Honestly, gentlemen and ladies, I don't know where one could go to find a more well knit group of diverse people. It is good to be among you.

For me this is the big 80 year. My family is hosting a party on Aug 19, at the village park in the little town of Franklin, Idaho where I was born and raised. You are invited if you are, say, heading up to Yellowstone Park or otherwise passing by.

Thanks, Ted, the *NEWS* seems to be getting better and better. And thanks to those who put it finally together and stuff it in the mailbox.

Sincerely, *Bill*

FRED STREB—Vienna, VA

Ten years gone and it seems like yesterday. Everyone's healthy and we're traveling as much as possible. Spain and Portugal this year and the WX, was perfect. The hunting trips to CO were

successful with a mountain lion and 5x5 elk. The landscaping business keeps me going during the growing season. The 12 grandkids keep Ann busy w/ childcare along with a few other kids, so the house is still a zoo most of the year. Tremendous job being done by the producers of this journal. It means a lot to all of us. A couple years dues being sent and happy to send it.

Fred

HENRY A. SUTA—Westminster, CO

Hi to Everyone. Thanks to Jim, Cleve and everyone else for getting out the *RUPANEWS*.

Carolyn and I are now back in Colorado for a while. We just spent seven days on a cruise ship to Alaska. We arranged this so that my three brothers, two sisters, spouses and any other family members could participate. By the time we finished booking everyone wanting to go, we had nineteen people.

Family reunion and a cruise to Alaska! Needless to say, a good time was had by all, even several naysayer's whose wives made them go. The weather was such that we had to put on our light jackets twice. The heavy winter coats stayed in the closets.

Watching Hubbard Glacier calve was a tremendous sight. Let's not mention the fabulous food and nightly entertainment in this letter, Alaska already has tens of thousands of tourists every day in the summer and fall. Why would they want more? Especially you readers who think it's too much effort!

The check is in the mail.

Yours, *Henry*

LEE SWOFFORD—Dallas, TX

I am several months late —ten lashes with a wet noodle. It was a so-so year for us. I had a gall bladder removed and got really sick. I fell in the bath room and as I lay there I wondered if this was the way out of this world. No bells and whistles blowing. I am fine now. In March, Jane had very serious abdominal surgery. It took her a long time to recover but she is fine now.

Some good things happened. I went to the Last Capital Picnic in Alexandria Virginia. I stayed with

Bob Commerce. We kept each other up half the nights talking about the old times and the people we remembered. It was great. Bob was one of the more outstanding people I have ever known. It was sad to hear of his death.

At the picnic I was surprised to find a group from the old Minneapolis base: Five pilots and two stewardesses. Charley Ryan and his wife Pat, Ham Wilson, Ellis Van Alstine and Dick Russell, another Stew whose name I can't remember. It was great but so little time to be together. I was sorry to miss the convention in Washington. I will be going there this fall to a convention of the WW2 group I belong to.

While there we hope to meet the wife of my WW2 copilot and visit his grave in Arlington.

For the future I am looking forward to riding on my son's last flight before retirement next March.

I enjoy the news letter each month and thank all those who work on it. *Lee*

LARRY WATKINS—Incline Village, NV

Hi Ted,

Just read (cover to cover) the July *RUPANEWS* and enjoyed the articles. One of the BEST! You Guys are doing a great job! Lil and I are still flying, cycling, hiking and skiing here at Lake Tahoe, now 31 years! Good to hear from all of you. I was particular interested in Bob Schmiedeke's report on the X-Stop. One of my favorite magazines is *FLYING*. Dick Karl who writes the article called Gear Up, just reported in the July issue on a back problem that he was having. I sent Bob's report to Dick Karl at Flying Magazine so it may be of some help. I also sent the report on Ralph Johnson, our mentor. Great Job! Good Luck!

Larry

Telephone and Fax 775 831 2950
e-mail llwatkins@sbcglobal.net

BILL & SARAH WELLBORN—Gettysburg, PA

13 years since last trip, sure doesn't seem that long. I guess time really does fly when you're having fun. Bought a new (used) motorhome to replace the one lost in hurricane Ivan. Took a nice trip to Pensacola, Fl. and on down to the Keys. Pensacola

still has a long way to go to get back to normal since Ivan went through. My son and I finished the Challenger 2 and have been flying as often as we can. It really flies great. We also bought a Challenger 1 that had already been built and have put quite a few hours on that. I like the 2 better, probably because we built it. Leaving the end of August for a two month motorhome trip out west. My brother and his wife are going also in their motorhome. We're looking forward to it. Sarah has been having a lot of trouble with osteoarthritis and will probably have to have knee replacements in the near future. Would love to hear from anyone who has gone through this.

E mail bwellborn0@earthlink.net .

Check's in the mail.

Bill & Sarah

JIM WHITTINGTON—Lincoln, CA

Dear Ted et al:

Another quick year gone. We are settling in at Sun City, Lincoln. A lot of oldies here. I'm trying to blend in, however. I'm not totally sold on this place, yet, but there are plusses. We are on a golf course and 1/2 mile from the gym.

In March we took a 17 day tour of China. We flew into Shanghai and out of Beijing. In between was a 5 day cruise up the Yangtze and several intra city flights. The cruise was most interesting, with a stop at the 3 rivers gorge dam. It's the world's biggest and will supply 10% of China's energy.

Along the way we teamed up with another group, that was hosting the last of the Flying Tiger pilots. There were 5 of them and they were in pretty good shape. Our tour leader got us invited to all the dinners honoring them. Wherever we stopped they were treated as heroes and lauded by the local officials. Their tour guide was Larry Jobe (retired United) who did a great job of hosting.

In Beijing, my wife, Judie, got Mao's revenge, so was laid up for a couple of days. We missed seeing the great wall, though. She rallied for the flight home, however.

We were impressed with the building boom and progress going on all over China. Their economy is on a roll. Hope we can keep up.

Jim

LARRY WRIGHT—Sonora, CA

Greetings to all my fellow retirees. Not a lot has happened to report this year. I had two "overspeeds" of my heart last November, one in Portland, OR and another here in Sonora. Both emergency sections at the hospitals were able to slow it down after working on it for a while. Since then I have been fine and able to do pretty much what I want to do. Marilyn and I celebrated our 52nd anniversary at Bodega Bay, CA. She's so great and helps me so much. She did have a pretty rough bout with shingles which lasted for about three months. God is good and does meet all our needs.

Larry

TOMMY AND SANDE ZANDER—New Orleans, LA

Hi All,

Yesterday, 8-8-06, was the 40th anniversary of the day a green 25 year old walked onto the property at United Airlines for the first time. I had 180 hours of single engine Cessna time and was promptly escorted across the street to Clinton Aviation for instrument training. Yesterday was also the 5 year, 8 month, and 25 day anniversary since I last set the parking brake on the magnificent 747-400. I flew the DC-6, 8 & 10, the Boeing 727, 737 and 747-400 and the Airbus A 320. The 34+ years of being pressurized and the 5+ years since have all been wonderful.

Last year, to paraphrase Charles Dickens, was the worst of times and the best of times all rolled into one year and I'm not even talking about our pensions. One year ago this month, on the 29th, my hometown of New Orleans was devastated by Hurricane Katrina. A disaster both natural and manmade (the levees were built and maintained by the Army Corp of Engineers) and one that I'm not sure the city will recover from in my lifetime. The area that we live in was spared the flooding that covered 80% of the city. Indeed, any area that a tourist would visit is back almost to normal. But, if you come and call me, I'll take you on my "Death and Destruction" tour.

The direct hit from the storm was 60 miles to the east of New Orleans along the Mississippi gulf coast where Sande and I were remodeling our new, to us, retirement home. The house is still standing, one of the very few that is, but it had 41" of standing water in the main floor, a floor 10' above a lot that is 10' above sea level, one and a half miles inland from the Gulf. That's water 23 1/2' above sea level on an inland golf course. You would have to see the Mississippi coast for yourself to believe it. Pictures don't do it justice!

Now for the best of times. Exactly one month after Katrina, our first grandchild was born. Ava Leigh Zander is the new love of my life! I know most of you are old hands at this grandfather thing but I can't get enough of it. She (and her parents) live just a mile from us so we get to see her regularly when we are here. We travel a good bit, 3 weeks in Europe this Spring on a Viking River cruise, our second on Viking. Highly recommended. We also still have our condo on Perdido Key, Florida, a barrier island just southwest of Pensacola that is still recovering from Hurricane Ivan that hit in September 2004. We're nuts to have three homes on the Gulf of Mexico! Montana is looking better and better to us! Perdido Key is a three hour drive from New Orleans but a world away from the constant doom and gloom of the newspaper and talk radio here in New Orleans. Sande and I officially became Floridians last week and I think that you'll find us there more often in the future.

Our health is good despite the fact that it's been 5 years since I was diagnosed with prostate cancer. I go to my urologist every 4 months and he's comfortable with my decision to just monitor the situation. My PSA is currently 2.1 and I have no symptoms. I'm planning to die with prostate cancer, not of it.

Come see us either place. *Tommy and Sande*

wtzander@aol.com; 504-715-2078

IN MEMORIAM

HAROLD E. POPHAM

Ted, I was deeply saddened to learn of Pop's demise as published in the Flown West list of the July RUPANEWS. Since Pop didn't leave a family, I, by my own proxy, assume that position. For seven and a half months, from mid-Feb to about mid-Sep of 1944, Pop was one of my tentmates at Nadzab, New Guinea, and on our move to Biak we shared a tent for a short time until he was sent back to Nadzab to train raw crews, then being sent in as replacements. Once we vacated Nadzab, it became the training ground for pilots fresh out of cadets, or some who had basic transition in B-25's, but no pre-combat training. It also became the point where MATS (or, whatever, they were called back then) flights delivered new personnel and supplies, and picked up personnel who had completed their tours.

While on that assignment, Pop checked out in a stripped down A-20 (most of us who were saddled with a five to seven member crew lusted for the freedom of flying one of those with only the responsibility of ourselves and a gunner sitting ten feet or so aft). The A-20 had a domed radio rack over the bomb bay separating the two crew members, and on this particular aircraft the radios had been removed. One of our mutual friends, having completed his tour, arrived at Nadzab to sweat out a seat to the States, and being curious about the A-20, Pop took him up for a flight. But, rather than sitting way back there in the only other seat, he managed to slip in that empty radio area lying on his stomach, so he could watch Pop put the machine through its paces. After their fun flight and on approach for landing, Pop lowered the landing gear--handle--which broke off in his hand, but didn't release the gear. Wow! What to do? If they bellied in with this fellow laying up there with no restraint, he would probably be propelled right through the windshield like a missile. (Now, I still have trouble understanding exactly how they did this with Pop's long frame and the other fellow of about my dumpy stature). But, to make a long

story shorter, Pop managed to raise up enough that our friend could squirm around and get in the pilot's seat. Pop sitting on his lap bellied the ship in and they emerged unscathed.

This "friend" had purchased a very small dog while on his last R&R in Sydney, and when he finally got a seat on MATS they wouldn't let him bring his dog aboard, so he did the next best thing--he turned it over to Pop who became very attached to it.

Eventually, Pop returned to our squadron (I had already departed for the States before his return) and finished his combat missions, then knowing he could not bring the dog along on a MATS flight home, he put together a crew and ferried a war weary B-25, along with their mascot back to the States. Pop had that adorable little pooch for over sixteen years.

I had not seen or heard from Pop from the time he departed Biak in Sept. 1944, until Ruth and I, after leaving the service, decided to try our luck--and, job search--in Colorado in Jan. 1946. I had made the rounds of the Air Lines in SFO and, given no hope of being hired since my 996 flying hours were far short of the minimum of 1500 (United) to 2500 (TWA) any of them would consider, though United, seemingly begrudgingly did let me take the Stanine. On arrival in Denver on Jan. 3, I again made the rounds--and, came away with no real hope of airline flying--except that Mr. Myers, United Personnel, said that they would send for my records, so I took a temporary job with the IRS as an adding machine operator to keep food on the table. Knowing that Pop was a Jr., and his father an attorney in Denver, within a week I dialed his phone number--much to my surprise, Pop was on the other end of the line, and was currently going through United's Flight Training. Of course, you all know how busy one is while going through that school, and we did not get together then. I believe he was assigned to Seattle on completion of training.

Many years passed without us meeting again, probably during his last year of flying--then on two or three occasions, as the crew car dropped my crew off at our Chicago hotel, it would be picking up Pop and crew for their outbound flight, so we had very limited time to converse.

On one such occasion he informed me that our old unit was having reunions every two years. Pop did not enjoy combat flying, nor did he like to talk about it, so he personally was not interested in those reunions, but passed on the information in case I was.

I flew out of LAX my last year on the line, and Ruth and I lived in our trailer in Anaheim. One evening I was surprised to see Pop crossing toward the office of our Trailer Park. He and his Ruth, had stopped overnight on their way to their wintering ground near San Diego. For the first time we met each others Ruth, and had time to catch up on past and current happenings. Two or three years later while spending a couple of months in the area, we visited them at their lovely spot right on the shoreline (when the sea was rough they would have to pull up to higher ground) that they enjoyed for several winters.

From that time on we exchanged letters at least once a year. Eventually, his beloved Ruth became incapacitated and Pop became her "Care Giver" until he could no longer manage. We visited Pop in Salem, OR after his Ruth had succumbed and he was doing fairly well, though he had somewhat lost his zest for life. He had purchased a new motor home, but didn't get out with it hardly at all, and then only to the Oregon coast.

Our last letter from Pop was last December, and there was no indication that his life was near the end, so I have no information regarding his passing. He may be gone, but certainly not forgotten. Pop will forever be in my memory as the nicest, kindest, most caring and likeable person that I could ever hope to meet.

Ted, I know that this is a very long blurb. Feel free to edit as you deem appropriate. I just couldn't let Pop depart unnoticed--though, being the private, unassuming person that he was, he probably would have preferred that sort of exit.

Ed Riehl eriehl@worldnet.att.net

VIOLA I. REID (Mrs. Horace J. "Doc" Reid)

Enclosed is an Obituary for your "In Memoriam" section. My mother, Viola Reid, was a big fan of the *RUPANEWS*. She enjoyed reading about her many friends throughout the years, although I suspect in the later years she was mostly reading about all the people she had outlived.

Thank you for bringing this little bit of joy to her life. I would appreciate a copy of the Volume that includes this writeup.

Sincerely,

J. Stephen Reid

21838 NE 30th Place
Sammamish, WA 98074

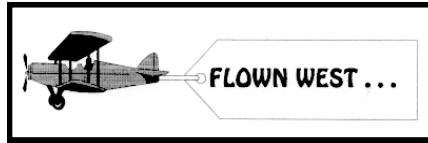
Viola I Reid passed away in Sun City Center, Florida on July 2, 2006. "Vi" was born in Hartington, Nebraska on June 5, 1910. She married Horace J. "Doc" Reid in 1930, after having met him as a hometown hero in Pilger, Nebraska where she was teaching 8th graders as an 18 year old teacher's college graduate.

Vi and Doc had a wonderful marriage for 54 years until Doc passed away in 1985. She then lived alone in Sun City, the last 13 years at Freedom Plaza. She enjoyed an active life, many friends and travel until the end. She had her UAL travel "pass" for 73 years, likely a record for a UAL spouse. Vi is survived by sons Stephen, of Sammamish, Washington; David, of Great Falls, Virginia; and Daughter Carolyn (Voss) of Portland, Oregon. She had 7 grandchildren and 7 great-grandchildren.

After serving in the Army Air Corp during World War II, and retiring as a "bird" colonel. Doc started with Pennsylvania Central Airlines which became Capital Airlines, where he was the Manager of Flight Operations. When Capital was bought by United Airlines, Doc and Vi moved to Chicago where he ended his career as the Assistant to the Vice-President of Flight Operations.

Doc and Vi enjoyed their many friends in the United Pilots group. Vi always enjoyed reading the *RUPANEWS*.

She was buried in Arlington National Cemetery next to her beloved husband, Colonel Horace J. Reid in a family ceremony on July 21, 2006.



DAVE FENNER	04/12/2006
JOE R. TUCKER	05/07/2006
STANLEY A. BONDA	05/12/2006
JAMES M. MURPHY	05/16/2006
THOM BEDDOME GIAMBATTISTA	07/30/2006



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: September 20, 2006

Mailing: October 4, 2006



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FOSTER CITY CA 94404

PERIODICALS

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