



# RUPANEWS

Journal of the Retired United Pilots Association

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—RUPANEWS—

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## PRESIDENT'S MESSAGE

By the time you read this, all of you should have received the 2007 RUPA Directory of active members. Jim Olson has informed me that he recently received several corrections from members whose information was not correct in the 2007 issue. All of you please take the time to check and make sure we have your correct mailing address, phone number and E-mail address and notify Jim of any corrections. I know that many of the E-mail addresses are not correct as I have had several occasions to use a members E-mail address and found it invalid. We have to depend on you to notify us of any changes so take a minute to check your personal information. All Snow Birds should be aware that your active address as of December 15 is the one that will be published in the Directory.

The plans for the 2007 RUPA Convention, which will be held at the *Seattle Marriot Airport Hotel* starting September 20<sup>th</sup> and ending September 23<sup>rd</sup>, are moving along quite well thanks to the many Seattle volunteers. Here is a list of the tentative tours they have come up with. Everything is still a work in progress and they hope to have plans fairly well finalized for publishing in the March *RUPANEWS*.

Friday tour 1, Boeing Everett assembly plant and the Boeing Museum of flight

Friday tour 2, City tour...Space Needle, Pike Place Market

Friday tour 3, Locks/Lake Washington tour (6 hrs)

Friday tour 4, Tacoma Art Museums

Saturday tour 1, Brewery/winery tour

Saturday tour 2, Royal Argosy dinner cruise or Tillicum Village-dinner

Sunday, City tour. You will return to the Marriott in plenty of time for a business meeting prior to the evening banquet.

### **ABOUT THE COVER:**

The two airplanes in the picture are L19's, Cessna model 305, or late comers call them O1's, military name, "Bird dog". Cessna made several different models of them, and these are a mixture of what we think are the best of each.

Vic Hansen and I met as new hires in 1961, became good friends with similar thoughts on airplanes, so started collecting parts at military surplus sales and about 5 years later flew our first L19. We sold the first one in about 1970. Vic went ahead and put a couple more together, and sold several "kits". The one on the right was completed in 1994, and was his 3rd. The one on the left is mine, or I should say half mine. The other half belongs to my brother's son Bob. When he was in the Marines he wanted to put one together, so I bought a wreck for all the paper work and the small parts. The rest came from our storage shed, which is an old chicken house here on the ranch. When I first told him that I would supply all the parts and the money to build it, but he would have to put it together, he thought it would be a good deal. But after he finished it, he told me he doesn't know if it was so good after all.

Vic's is an L19E, with the firewall forward from a TL19D, which has a constant speed prop, versus the fixed pitch on an A or E models. "Mine" is an A model, and has the same engine and prop as Vic's. The difference in the two airplanes is the E has a higher gross weight. Cessna built about 3600 from 1950 to 1957, 4 of which were sold as crop dusters. France and Japan both built a limited number under license.

*Ed. Akin*

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## DANA POINT RUPA LUNCHEON

The following braved the cold morning and got to the Harbor by noon: Park Ames, Bruce Barton and his son Dave (Dave flies with Net Jet), Carlos Bernhard, Bruce Dunkle, Bob Fuhrmann, Pete Hansen, Jack Healy, Rick Hoefler, Ed Judd, Bob McGowan, Bill Rollins, Ted Simmons, Stefan Stenberg, Bill Stewart, and Joe Udovch.

How cold was it, my golf game was cancelled by frost so thick it looked like snow. The course was just a block from the beach in Laguna Beach.

The group decided that inside, not the deck of the *Wind and Sea* was a better choice. This time of the year the tourists are gone so we got a great sunny corner with a good view of the boats and up and down the channel.

Rusty Aimer sent in the following excuse for not being present...

"KAL's gain!

Once a month I have the pleasure of traveling on a -400 full of Kimchi eating Koreans all the way to ICN. A lovely 13 hour ride to Korea just to teach a bunch of Koreans who do not have the slightest f@king clue what the hell I am talking about! The scene on the 8<sup>th</sup> floor of the *Songdo Beach Ramada* reminds me of the movie "One Flew over the Cuckoo's Nest" or a dorm for geriatrics! A bunch of us ex-pat retired airline pilots walking around in our pajamas sipping wine and preparing our lesson plans for the next day's Sim session! Yet all of us so proud we had contributed to the welfare and retirement of aviation stalwarts such as Tilton, Lorenzo, Ferris and Icahn! I'll be on my 11 day rotation in beautiful down town Incheon trying to stay warm in the Siberian Express. While you and the boys are basking in the sun at the RUPA luncheon in Dana Point.

Seriously, I must admit so far they have treated us like Royalty and I am lucky to be working with a bunch of fine aviators. However, I'm not sure this old and tired body can last the monthly commute across the Pacific even if it is on a positive space Business Class!

Say hello to all. Hopefully I'll see you next month.

Your Liberal friend, Rusty"

Excerpts from E-Mails

"Good Morning my fellow retiree.

At the bottom of this e-mail you will find the e-mail addresses of the officers at United that we (all retirees) would like for you to contact about restoring our free travel benefits. What we would like to do is to have every retired employee of United join in and contact these officers and ask about restoring this benefit.

United is making a profit and United is giving free passes to the active employees. Also all other airlines still give their retirees the travel benefit, so why not United. But please remember, we are trying to sell the idea, not get them mad at us.

On the 14th of February, please, everyone please send a good selling e-mail to each and every officer. Not before, on the 14th of February. Yes it is Valentine's Day. Let's see if United has a heart."

This is forwarded from another retiree.

"My thought is that we must be careful that we are not shooting ourselves in the foot. UAL is the only airline that I know of that allows their retirees to board first.

Carl Hankwitz"

I agree with Carl ...\*(UAUA)\*... UAL lost it heart a long time ago. **TED**

From the other side CFO Jake Brace brags...



" the airline views 2007 optimistically after generating nearly \$300 million in cash during its weakest quarter. With lower fuel prices, minimal capacity increases and solid demand, "we see the fundamentals in the industry as very solid.

United not only has \$5 billion, which is "more cash than is optimal," but also has no immediate obligations, such as pension payments or aircraft purchase costs. United will pay down debt by \$1 billion next month"

Now doesn't the above give you a warm cuddly feeling!

Once again the 'Jokes and Tales' flowed and the Guys had a great time relating tales of the past and present. Time went by quite quickly and the restaurant emptied but for us. A good time was had by all.

Next Meeting Tuesday Feb 20th, 12:00 *Wind and Sea Restaurant* in Dana Point

**TED**



Here is a group picture of the January handsome Dana Point, California RUPA Group. Sixteen retired pilots had to sit inside for lunch because the temperature had plummeted to the low 60's. The photo is by Carlos Bernhard and Stefan Steinberg

**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

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## DENVER GOOD OL' BOYS

In what can only be accurately described as monumental superb planning (with a large mixture of good luck) the December meeting of Denver Good ol' Boys managed to occur on the day preceding what will forever be known as "The Blizzard of '06".

The turnout was good however, and a good time appeared to be had. Happy hour was its usual rousing success and the bell sounded at pretty close to noon. The cuisine met with universal approval and the humble coordinator was directed to summon the caterer and chef to the dining room for a round of appreciative applause.

The scribe and coordinator had a couple of good 'uns one of which seemed to go over well, but there were groans when the other (and probably the best of the two) was told. The taste of those assembled is all in their mouths.

In addition to the wives who graced us with their presence, we were privileged to welcome Ilene Wagner and her grandson, Zach.

At any event, there was no business to conduct and with no one having gone west or reportedly infirm, the meeting devolved into visiting and socializing, and adjourned comfortably prior to the beginning of the snow.

Those in attendance included: Steve Pahs, Bill Hanson, Dick Garbrick, Ron & Georgia Schafer, Carl & Mary Jo Harder, Tom Hess, Shirley & Keith Patton, Bill Hoygaard, Dave & Marty Losaw, Rick & Kaye Madsen, Dave Murtha, Jim Krasno, Tom Gordon, Bill & Mitzi Fife, Stanley Boehm and friend Clara Winsler, Mack Connelley, Dean & Elaine Readmond, Al Dorsey, Al Snook, Pete Cecchinelli, Dick & Valerie Brinkworth, A.J. & Janice Hartzler, Dick & Jerry Shipman, Fritz & Judy Meyer, Jack & Angie Davis, Bob Steeneck, Ilene Wagner, Zack Wagner, Bob & Ann Blessin, Bill & Jean Bates, Dick & Jeanne Kobayashi, Casey & Gail Walker, Ray Bowman, Ken Ewing, Cliff Lawson, Sandy Fellows, Rital Fellows, David Horwitz, Jack & Shirley Turner, Tom Johnson, Dave & Ruth Stearns, Bob & Marj Crowell, Jim & Arletta Adair, Bob Dietrich, Jim Jenkins, Jack Wilhite, Bob & Jim-Claire Clipson, and the humble scribe and his bride, *Ted & Rose Wilkinson*.

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## DEN GOOD OL' BOYS

The blizzards finally abated just in time for the January meeting of DEN Good ol' Boys and a good turnout showed. The humble scribe had communicated with the host management, and was able to confirm that braking action in the parking lot was good (BRAG) and so reported in the meeting notice.

Happy hour was its usual resounding success and the dinner bell sounded at noon on the dot. Somehow (all due to the purest chance) the humble scribe found himself near the head of the buffet, but the grub held out and all were finally served and sated.

The business session on this occasion was brief, no new infirmities, or gone west reports, so the program was turned over to Mrs. Terry Barnhart and Flint Whitlock, who delivered an interesting slide show and presentation relating to their newly published biography of Elrey Jeppesen. Of course, no one in the aviation business needs to be told who Elrey Jeppesen was, and their presentation was quite enjoyable. Unfortunately, copies of the book were still en route from the publisher, but they have promised to return in the future to autograph copies. Following the presentation there was a brief Q & A session.

There being no further business, the meeting adjourned at a propitious time.

Those in attendance included: Bill Hanson, Rick Madsen, Tom Hess, Fritz Meyer, Bill Hoygaard, Dick Garbrick, Al Dorsey, Pete Cecchinelli, Keith Patton, Mack Connelley, Maury Mahoney, Al Snook, curly Baker, Phil Spicer, Jack Davis, Gerry Baker, Cliff Lawson, Jim Krasno, Ken Ewing, Ray Bowman, Bill Fife, Stanley Boehm, Ed Cutler, A.J. Hartzler, David Horwitz, Jack Turner, Warren Mugler, Bob Crowell, Dick Kobayashi, Guests Terry Barnhart and Flint Whitlock; and one who's name is known but to himself and God, as his signature was undecipherable by the most talented handwriting experts. Also included was the humble scribe and coordinator,

*Ted Wilkinson*

For copies of the Elrey Jeppesen biography call 1 800 732 3867. Cost is \$24.95 plus \$3.50 s. & h. or visit [www.saypress.com](http://www.saypress.com)

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## JOE CARNES N.W. RUPA LUNCH ATTENDEES

66 RUPA members and guests gathered at the *Warsaw Inn* in McHenry IL on January 9th 2007. This meeting started the 6th year of the Joe Carnes N.W. Illinois RUPA lunch meetings. The meeting was brightened by Milt Jensen as M.C. Good to see old and new friends which included Don and Mary Toeppen.

In attendance: Leroy & Eva Bair, Bob Blackwell, Jim & Corrinne Boyer, Ben & Kay Burford, Jim Burnham, Norm Clemetsen, Tom & Barbara Conley, Dale Dopkins, Jim Downing, Jerry Drommenhausen, Carl Eberle, Tom Fasiang, Marty Gallagher, Jim Gesler, Ed Gunderson, Dave Harris, Tom Harvey, Bob Helfferich, Mike Hepperlen, Buck Hilbert, George Keller, Bob & Carolyn Kelly, Les A Kero, Bob Lamothe, Karol Marsh, Jim McCusker, Rob McCutcheon, Ralph Mikulich, Steen Munter, Will Murray, Claude Nickell, Ken Peterson, George Pylawka, Tom Schemenauer, Jim Stuntz, Sid Tiemann, Tom & Mary Toeppen, Terry True, Lyman Walter, Tom Wedel, Paul Wember, Jerry Westfall, Woody Woods, Frank Zackary

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## SAN LUNCHEON

Those attending our last luncheon was guest, Bruce Barton from Florida, and Bill Pauling, Don Trunick, Brad Green, Paul Whitby and Bob Bowman. Don, who is a docent at the Air and Space Museum, checked us out on the workings of the rotary engine. We also spent some time discussing retirement homes. Signs of our age... Hugh Wilson is home and would appreciate some company

*Bob .*

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## SAN LUNCHEON

We had 10 at our luncheon this month. This makes it hard to visit with everyone, but fortunately Bob Freeman a current UAL pilot was there . He brought us up to date on procedures currently in use at United, such as flying, bidding etc. all of which is done on and with computers. I saw a few heads shaking and eyebrows raised. Pete Moyer brought a friend who flew with the RCAF in WW 2. Bruce Barton was there from FL, also attending: Bob Harrell, Don Truncick, Brad and lovely wife Rhoda.

Some unwanted excitement, Paul Whitby could not stand up. Paramedics took him to the hospital. He was operated on for a blood clot. Last I heard he was doing OK. Brad and Rhoda accompanied him to the hospital and stayed until Paul's wife arrived.

*Bob Bowman*

## TRAVEL WITH CANCER

J.H.Hansen—Madison, CT

I got these websites from someone who travels with advanced cancer. He says in conjunction with your oncologist they can allow you to get away from your primary treatment center:

Association of Community Cancer Centers: [acc-cancer.org](http://acc-cancer.org)

National Cancer Institute Comprehensive Cancer centers: [cancer.gov/cancertopics/factsheet/NCI/cancer-centers](http://cancer.gov/cancertopics/factsheet/NCI/cancer-centers).

For centers abroad: [icisg.org/meet\\_memberslisthtm#full](http://icisg.org/meet_memberslisthtm#full)

I don't know how much good they are but he asked me to pass them on to the membership.

Good luck! *Jack*

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## CONVENTION NEWS

For those of you who are planning on attending the 2007 RUPA Convention in Seattle on Sept. 20-23, now is the time to book your hotel room. The room rate is \$119 per night. Call the *SeaTac Marriot* and ask for the RUPA rate. TEL # is (206) 241-2409. If you have any problems, contact Christy Carson at (206)241-2354. If you have not done so already, please contact me by e-mail at [ronaldjersey@aol.com](mailto:ronaldjersey@aol.com) to let me know that you are planning to attend.

The volunteers in Seattle have arranged an itinerary of great tours.

Please see: 2007 Seattle Convention Tours below.

*Ron Jersey*

Please see the Presidents Message (page 3) for the schedule of days that the tours will be offered.

### 2007 SEATTLE CONVENTION TOURS

**Boeing Everett Tour:** Go behind the massive hangar doors to learn the inner workings of the world's largest planes. You will travel north to the Everett plant, featuring a hangar with the greatest cubic capacity of any building in the world. It's so lofty and long that even a B747 looks dwarfed. You will see assembly steps of aircraft within the factory and the gleaming, graceful planes lined up next to the 9,500 ft. runway at Paine Field. The Boeing tour will take you through the plant and introduce company background with a fantastic video presentation. (approx. 4 hrs.) OUR TOUR WILL CONTINUE ON TO:

**Museum of Flight (Seattle):** We proceed to Seattle where you can let your dreams and imagination soar as the wonder of flight comes alive at the largest air and space museum in the West. A self-guided tour takes you through more the 150 historic air and spacecraft, interactive exhibits, personal stories, and educational activities. Also visit the William E Boeing Red Barn, the original manufacturing facility of the Boeing Airplane Co., or browse the Personal Courage Wing, home to an impressive collection of WWI and WWII fighter planes and memorabilia. (approx. 3 hrs.)

These combined tours take 6-9hrs. Food may be purchased at the cafeteria at both of the Tour sites.

**Seattle City Sights Tour:** A fast-paced look in the neighborhoods that make Seattle unique. Get a taste of Seattle's maritime culture as you drive past Fisherman's Terminal. Then a short stop at the Hiram Chittenden Locks I Ballard where you will see the famous Fish Ladder where an underwater viewing room lets you get up close and personal with the Emerald City. Experience the local point-of-view, including City Center Sports Complex, International District, Mountlake Cut, Lakes Union and Washington, Fremont statues, Queen Anne neighborhood and historic Pioneer Square. Also a visit to the Space Needle is an option. (approx. 3 ½ without Space Needle, 5 ½ hrs. with).

**Tacoma Museums Tour:** Travel to the Greater Tacoma Museum District where you will be able to enjoy the Museum of Glass, the Tacoma Arty Museum, and the Museum of Natural History (approx. 6hrs.)

**Cruise the Locks Tour:** You will board a vessel and tour the Locks (approx. 4hrs).

**Woodville Winery and Brewery Tour:** Travel to the Woodinville Wine District where you will enjoy tours and tastings at the Columbia Winery Chateau (approx. 5hrs).

**Royal Argosy Dinner Cruise:** This cruise does not sail every day so advance reservation will be determined based on their availability. (approx. 5hrs.).

**Tillicum Village Dinner Cruise:** You will sail aboard a vessel to the Tillicum village. Dinner and tour of the village included (approx. 5hrs).



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## DECEMBER NORTH BAY RUPA LUNCH

The North Bay RUPA lunch group met on the first Wednesday of the month, December 6th, at the *Petaluma Sheraton's Tolay Room*. A moment of silence was held for the untimely passing of two of our members, Carolyn Biggs, and Steve Dunncliff, both of whom will be greatly missed at our gatherings.

Announcement's were made, and another warning was passed regarding keeping a close eye on payments for retiree medical, to assure they have been made correct to the penny, and on time. A display board held the latest URPBPA updates, and other related material. Sam Anderson brought two UAL advertisements from the 1940's, depicting the future...even had people-eaters, and double-deck aircraft! Also on display was a 1940's ad for Quaker Oats...featuring United Captain Ham Lee. Greetings were relayed from several unable to attend, and a first-time attendee, Gary Webb, was welcomed, and gave a brief rundown on line-flying when he left. George Hise brought more press clippings, reaffirming latest scientific evidence that wine can be helpful to your health. Applause was given for George's continued dedication in our behalf! Attendees: Al and Linda Fink, Sam Anderson, Gary Webb, Bill McGuire, Dick Hanna, Sam Orchard, Larry Whyman, Bill Greene, George Hise, Bill Smith, Galen Wagner, Don Madson, Deke Holman, Dan Bargar, Jim Mansfield, Ed Duffy, Ken and Shirley Corbin, Bob and Barbara O'Neill, Bob and Doris Donegan.

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## JANUARY NORTHBAY RUPA LUNCHEON

Cloudy skies, and light showers failed to dampen the spirits of the group, on our first meeting of the New Year! The lunch was opened by a moment of silence, in memory of retired Captain Dave England, who recently "flew west". Several "Happy New Years!" to the group, from members unable to attend were passed on...including Bill Knight, now 89, and hoping to join us again soon! So do we, Bill!!! Introduction of guests was next, with David Detwiler, a current United pilot, joining us...Welcome, Dave!, and an old friend, of many, but a first time attendee, Willie Sharp, also appearing for the festivities. A big "Welcome Aboard!"...the latest URPBPA information was presented, as well as the word that the insurance coupons were late in mailing for January. Once again, our intrepid Health and Welfare Chairman, George Hise, presented an article stating that latest scientific studies are indicating a possible cause of...shall we say, obesity?...is now suspected to be a result of the bacterium in one's system...the little fellows/girls react differently in some peoples systems, perhaps aiding in inability to lose weight.

Once again, Great Work, George!!

Attending were: Rick (Norton 1) Saber, Al and Linda Fink, Al Milotich, J.R. Hastings, Woody Lockhart, Galen Wagner, Pat and George Hise, Deke Holman, Bill McGuire, Willie (Superblue) Sharp, R.S. Grammar, Bill Greene, Sam Orchard, David Detwiler, Dan Bargar, Dick Lammerding, Barney Hagen, Bruce Milan, Dick Smith, Gardner Bride, Dick Hanna, Jim Mansfield, John Reed, Larry and Dee Whyman, Clyde Wilson, Doris and Bob Donegan.

Meetings are the first Wednesday of every month, at the Petaluma Sheraton...drop in for a few laughs, and a few memories!

### **Address changes, Snowbirds & Others:**

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

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**Or: Phone 800-787-2429**

**Or: E-mail jimboymo@yahoo.com**

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

## THE SFO CHRISTMAS PARTY

We held the San Francisco Christmas party for the fourth year in a row at the Sheraton Gateway Hotel at the San Francisco Airport. We had a very good turnout with 67 in attendance, including four representatives of the United States Marines. This was a benefit for the Marine's Toys for Tots program and the Marines were present to receive the numerous gifts donated to the program by the attendees. After the Marines were introduced, a moment of silence was held to remember those who had flown west. A four piece orchestra played during dinner and later for the dancing that ensued. A good time was had by all and of course the reminiscing went on for hours. I would like to thank Frank Mihalic, Jacque Sexton and Gene Tritt for their generous monetary donations to the toys for tots; they were unable to attend but their donations were greatly appreciated. Those in attendance were, Floyd and Charlene Alfson, Bill and Rosemary Authier, Al and Jo Bernard, Rich and Georgia Bouska, Robert and Rozanne Clinton, Sam and Billie Cramb, Neil Daniels, Buddy and Alice DeCosterd, Gerry and Sheila Delisle, Alan and Linda Fink, Robert and Barbara Haygooni, Dick and Jeri Johnson, Kal and Mary Kalpin, Ken Ledwith, Robert and Kathy Lynch, Dave and Mary Lou Mackie, Barrie and Sharon Nelson, Sam and Mickie Orchard, Jay and Clare Plank, Dan Porter, Walt and Mary Ramseur, Jon and Jane Rowbottom, Norm and Constance Rupp, Guy and Christine Sapp, Sheila Savage, Chuck and Patricia Segars, Bill and Pat Smith, Cleve and Rose Spring, Harry and Danielle Stonelake, Jerry and Krista Terstiege, Rod and Helen Violette, Eugene and Carol Walter, Clyde and Judy Wilson.

Thanks to all who attended and especially those who had to travel from out of the area. Pictures are courtesy of Harry Stonelake.

Submitted by *Rich Bouska*





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## LAX RUPA CHRISTMAS LUNCHEON

About 70 of us started arriving at the *Hacienda Hotel* just south of LAX at 11 o'clock on December 7th. The cocktail hour ended at 12 o'clock when emcee Rex May greeted us and said let's eat. As we were finishing our salad Rex returned to the podium and said that LAX Chief Pilot, Bo Ellis, and his assistant chief pilot Steve had arrived and due to a tight time schedule would talk to us while we ate our lunch.

Bo updated us about what is going on at LAX & around the system. He said only he and one other flight manager are in the office each month. He said there is a narrow-body flight manager who is in the office one month and on the line the next month. And the month he's on the line a wide-body flight manager is in the office. United is starting service to Rome, and flying military charters to Kuwait. Presently United has approximately 56,000 employees; and 40% of the work is contracted out. Pilots are being recalled but there are still 850 still on furlough. But some of the furloughed pilots are not coming back. As for the fleet size United is operating 152 Airbuses, 94 B-737's; 97 B-757's; 52 B-777; 32-747-400's. There is talk of retrofitting the fleet with winglets. I believe he said \$2 million per plane. But in the long run the fuel savings would pay for it. United is still the biggest carrier at LAX carrying an average 12,500 Passengers per day; with a load factor of 83% and at times during peak travel periods reaching 97%. Most of our flights out of LAX are B-757 and Airbus. What surprised a lot of us was that the Pilots now do not have to wear their uniform hats, and instead of their regular uniform coat, they can wear leather jackets.

There are 750 Pilots based in LAX and the flight office is short on staffing. A question was asked about morale as to not having the retirement party, etc., and Bo's answer was due to the cost of living in LA lots of the pilots are commuting to LAX to fly their trips.

Bo had to leave to catch a plane, so Rex took over again and introduced & welcomed the Widows. Then, introducing the far traveling guests he said that, again, Bob Gillette came from Northern Wisconsin, but this year he did not come the farthest distance, as Roger Miller won the honors this year, coming from Buenos Aires, Argentina. The mike was opened for anyone to talk, so there were some jokes, and with the luncheon being held on Dec. 7th, the question was asked who remembers exactly "where they were 65 years ago today". As we left, someone said let's hope we are all back here again next year, with more joining us.

Hope you have a Merry Christmas & Happy New Year; Til next year, *Doug & Marcene Rankin*

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## LOS ANGELES VALLEY LUNCHEON

The January 18, 2007 luncheon at *Mimi's* had a nice turn out. The following 22 were in attendance. Doug Rankin, Marcene Rankin, Bob Mosher, Herb Goodrich, Mike Herriott, Jack Moore, Joyann Moore, Rex May, Leif Jonassen, Denny Fendelander, Doug Bielanski, Gene Biscailuz, Susan Biscailuz, Don McDermott, Gloria McDermott, Shirley Hanson, Jack Hanson, Ray Engel, Dick Unander, Norm Marchment, Trudy Ann Buck, and John Joyce.

At 1150 Don McDermott introduced the arrival of newlyweds Norm Marchment and his bride Trudy Ann. Don asked Doug Bielanski for an update on the 65 and younger group. Doug reported that in August he got UAL Stock and UAL views it as wages; a letter is needed saying that it is a "Special Payment" otherwise Social Security will want some of it's money returned. And this possibly would need a decision by the Supreme Court or even Congress to get the mess straightened out.

Doug Rankin then reported having gone to Lee Camerons house on Nov. 7th, for his 95th birthday. In early December Lee was in the Hospital with pneumonia and is now in Chandler Convalescent Hospital in North Hollywood., CA. Rex May announced that Jim Matheson is also in a Convalescent Home in Torrance, CA. Jack Hanson then entertained us with an hilarious account of his experience in an Illinois hotel, when he locked himself out of his room. It seems he wanted to turn the "make up the room" sign around, but he was naked when he opened the door, and then it shut with him in the hall. He said he pounded on the door for Shirley to let him in, but it seems that Shirley was not on the trip with him; she was at home in California. He was finally rescued by a maid with a master key.

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Leif Jonassen commented that he heard something about Employees getting 3 passes without a service charge. Doug Rankin said he had read something about if they met certain on-time performances they would qualify for free passes.

Don McDermott told of experiences cashing in travel-miles, commenting that if you do cash in miles, be sure you carefully check the fine print as to what the charges are and exactly what you will be paying.

The next luncheon at *Mimi's* in the San Fernando Valley will be March 15th.

Til then, *Doug Rankin*

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## HAWAII ONO NENES

Dear Ono Nenes,

We celebrated our November lunch at *Sam Spades* last week on the 29th. In attendance were Diane & Larry Becker, Ray Brice, and Corky & Jim Sorensen. Among other things we discussed the proper gestures for Christmas to a few of our favorite individuals. We will be skipping December, but having an early January. Candy and Ron Blash will be visiting Oahu in early January so we will be meeting Wednesday the 10th. It's the least we can do as they are spending money on a real airline, one that still flies non stop between PDX and HNL (some ones little corner of the world?). We will be meeting again at at the *Mid Pac Country Club* in Lani Kai.

Mele Kalikimaka and Hau'ole Makahiki Hou.

Aloha, *Jim*

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## HAWAII ONO NENES

Dear Ono Nene, We successfully had our first 2007 lunch last Wednesday the 10th. Graciously donated tickets to the the Pacific Air Museum were won by the Beckers and the Ka'apunis. Questions and even the answers were based on Peter Forman's book on Hawaiian Airlines. We were updated on the status of Ray Brice who is safely home in the islands, probably never to return to Texas. Our next lunch date will be February 28th the last Wednesday and even day of the month. We'll be visiting the *Brew Moon* in the Ward area, near what was once Ward Field. In attendance were Chuck Arthur, Diane & Larry Becker, Candy & Ron Blash, Clarita & Rick Ka'apuni, and Corky & Jim Sorensen.

Aloha and Hau'ole Makahiki Hou, *Jim*

### NYSKYSRAPER LUNCHEON ANNOUNCEMENT

Pete Sofman  
NY area luncheon coordinator

Pete Sofman -- Stamford, CT

1. Please set aside Wednesday June 20th for our next NYSkyscraper luncheon, to be held at the *Montclair Golf Club* in NJ. Same price as last year: \$35/person. Details to be sent out in May.
2. Please email me if you'd like to join our free RETUP (Retired United Pilots) online discussion group. Topics of interest include: tax-handling of bankruptcy settlement, URPBPA Updates, future litigation, obituaries, Medical insurance and Medicare, mergers, travel, passes, latest aviation news, and so forth.

Aloha, *Pete Sofman*  
rupapetesofman@optonline.net



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## **SOUTH FLORIDA RUPA LUNCHEON**

A good time was had by all at our first joint meeting with the South Florida flight attendants. I missed it but I was told it was a hit and everyone would like to do it again. I won't miss it next time. We have always had a great group of flight attendants in the Miami base. For all the years I was here, it was very much like family. We love them, one and all.

The pilots attending the meeting were Stan Blaschke, Paul Livingway, Ed Wheeler, Glen Hall, Ham Wilson, Hank Fischer, Bob Lang, Art Jackson, Dick Bodner, Bill Garrett, Ned Rankin, Duane Harrison, Bob Langevin, Ham Oldham, Dave Dryer, Noel Summer, Bill Lancaster, JT Palmer, Jim Morehead, Les Eaton and Peter Gallant.

The flight attendants attending were Janet Ernest, Debra Law, Dawn Lang, June Jackson, Bunny Patchen, Sharla Hughes, Ellen Palmer, Betty Rule and Wanda Huber.

Next meeting will be on January 11th, 2007. Any questions, call me at 561 994-6103 or e-mail at p-jbradley@msn.com. Happy holiday to everyone and have a great new year.

*Jerry Bradley*

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## **THE SOUTH FLORIDA RUPA GROUP**

The South Florida group held their January meeting on the 11th. A good time was had by all, I believe. We had 17 folks this month.

In attendance Thursday were Stan Blaschke, Lyn Wordell, Paul Livingway, Hank Fischer, Peter Gallant, Joe Jenkins, Dick Bodner, Ed Wheeler, Ham Oldham, Jimmy Carter, Bob Lang, Jim Morehead, Warren Hepler, Chuck Smith from New York, Dan Kurt and Bob Engelman (both still working and doing their internships to become an old f--t) and of course me *Jerry Bradley*.

Next month we meet on February 8th, same time and same place. Any questions call me at 561 994-6103. We can always arrange a pickup at an airport if one is requested.

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## **LAS VEGAS HIGH ROLLERS**

The monthly meeting of the Las Vegas High Rollers was held on Nov 21, 06 at the *Memphis Barbecue*. Those in attendance were: Andy & Dawn Anderson, Barry Dixon, Bruce Fisher and Friend, Barrie Folsom, Clyde House & Marie Lofquet, Gerry & Susanna Johnson, Rod Lyons, Dave & Bonnie Munyon, Tim & Marilyn Parker, Bill Rennie, Don & Betty Swirnow.

Once again a good time was had by all.

If any of you are in the area on the 3rd Tuesday of the month, you are more than welcome to join us.

*M.H. Anderson "Andy"*

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## **SPEEDING TICKET**

"What am I supposed to do with this?" grumbled a motorist as the policeman handed him a speeding ticket. "Keep it," the cop said, "when you collect four of them you get a bicycle."

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## SW FLORIDA RUPA MEETING

December 11, 2006

Holiday cheer was present for our December meeting as the tables at the *Olive Garden* were decorated with a pitcher of Sangria. It did not take long for the group to get into the spirit of the season. The group was somewhat disappointed by the turn out as it was only a little over half of our normal attendance.

Our guest speaker was Mr. Edward Fink with the US Coast Guard Auxiliary. He explained the organization and mission of the Coast Guard Auxiliary.

The servers were given an extra holiday gratuity and a drawing was held for door prizes. The meeting ended with the group wishing all of the RUPA members and their families a Merry Christmas and a Joyous New Year!

Attending: Wallis Alves, Gene Chapman, Rip Curtiss, Mike Jones, M/M Harry Long, M/M Bob Maben, Al May, Jim Ralph, Ed Riehl, Don Sullivan, Jim Sutton, Jack Taffe, Mamie Thompson, Ellis VanAlstine, M/M Ray White, M/M Tom Willman, guest Ed Fink and yours truly, *Gary & Janice Crittenden*.

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## JANUARY SWFL LUNCHEON

The January SWFL luncheon was a success for all RUPA pilots and guests on a bright and sunny day. About forty guests showed up at the *Olive Garden* in Fort Myers, FL for the doors to open at 1100 hours. The smell of basil, rosemary and thyme and other herbs permeated the air and made everyone salivate.

Harry Long brought a very informative guest to tell the gathering about the security vigilance necessary for us to maintain our freedoms in the USA. Brig. Gen. James L. Dozier, a United States Army staff officer, was abducted before Christmas in 1981 in Verona, Italy. He was attached to the North Atlantic Treaty Organization's land forces in southern Europe,

The Red Brigades, the leftist guerrilla group, took responsibility for his kidnapping in a telephone call to the Italian news agency ANSA. The leftist group tied up his wife, Judith, and bodily carried General Dozier away from his apartment around dinner time.

He was a 50-year-old general when captured and had been subjected to a "proletarian trial." The general was deputy chief of staff for logistics and administration in Verona, Italy. Italian terrorists had made "a qualitative jump" from national to international operations.

Brig. Gen. James L. Dozier spent his 42 days of captivity in the hands of Red Brigades terrorists constantly chained to a steel cot in a pup tent under the never-extinguished glare of an electric light bulb. The only way in which the 50-year-old officer, who was held in a Padua apartment, could guess whether it was day or night was when one of his guards changed the bare bulb that hung over his head from white to blue.

President Reagan applauded the courage of Brig. Gen. James L. Dozier and expressed gratitude to Italy for rescuing him from the Red Brigades January 29, 1982. Mr. Reagan said: "The courage and resolve that James Dozier demonstrated on the battlefield in wartime have seen him through this new test with flying colors. His country and our allies can be very proud of this gallant man. Ret. Gen. Dozier said the fallout from the Middle East is spreading to Africa

The Icarians that braved the sun and landed at the *Olive Garden* were: Wallis Alves, Neil Bretthauer, Lyle Burhans, Gene Chapman, Will & Sally Collins, Rip Curtiss, David James, James Good, Harvey Halberg, George Haslett, Ray Hill, James Howard, Don Kinkaid, Wes Leighton, Robert Maben, Jack McClure, Faith Osborne, Ed and Dot Prose, King & Madelon Purton, Ed Rooney, Jack Sodergren, Don Sullivan, Mamie

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Thompson, Ellis Van Alstine, Dave Wait, Earl Walsh, Ray & Twila White, Jerry Weistroffer, and Tom & Jackie Willman. Welcomed first time attendee in a long time was Nan Cavanagh and her guest Anne Diggs. They toured Ft. Myers in bumper to bumper traffic while lost and arrived a bit tardy. We always welcome snow birds on the second Monday of each month at 1100 during the 'season'.

Next month we will meet for lunch at the same place for lunch and revelry. Gary Crittenden will report on his ski trip to Colorado and give us a snow and avalanche report. Yours truly will have information on the solar electric power installations that are sweeping the nation and going to save the planet...FOR FREE.

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## THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

The October 18<sup>th</sup> luncheon was co-ed. Many very nice ladies were present. The meeting started out with several "E.K." style jokes. We then had a moment of silence to those who have Flown West.

Once again we enjoyed an excellent meal at the *Westwood Country Club* in Vienna, Virginia. Many thanks to Fred Streb for handling the arrangements at the club.

After lunch, our guest speaker, Roger Launius, PhD, held our attention discussing the need for further space exploration and the pros and cons of exploring with humans versus doing so, solely via robots. Dr. Roger D. Launius is Chairman Division of Space History, National Air and Space Museum, Smithsonian Institution headquartered in Washington, D.C. He has written or edited more than twenty-five books. One of the first books was "Robots and Humans in Space flight: Technology, Evolution, and Interplanetary Travel," with Howard E. McCurdy. He explained why the manned space program occurred when it did and why manned exploration declined rapidly after the moon landing. Dr. Launius certainly held our attention. It was a most interesting presentation.

We had a total of 52 attendees. Our most senior pilot present was Ralph Pasley.

Other attendees were:

Jon Beckett, Ray Best, Lee Boyd, Chet Cassel, John Cerisano, Linda Cerisano, Hal Cockerill, Tom Coffey, Gary Cook, Gil Coshland, Amy Couvillion, Gene Couvillion, Ed Crowther, Julie Davis, Paul Davis, George Elliott, Jack Evans, Jim Foster, Denis Getman, Jerry Goebel, Bill Golemon, Betty Goodman, Bob Goodman, Dale Grigg, Klara Grigg, Ilen Grube, Larry Grube, Fred Keister, Dr. Roger Launius, Dave Malone, Frank McKenzie, Lew Meyer, Dolores Miller, Ed Miller, Truman Miller, Herb Petitt, Laura Petitt, AB Rainbow, Chuck Raney, Gin Raney, Bud Ruddy, Bernie Schwartzman, Bonnie Schwartzman, Helen Stidham, Sim Stidham, Fred Streb, Skip Strickler, Louise Tucker, aul Tucker, Betty Williams and E.K. Williams.

A special thanks to:

Theresa Ruddy for the beautiful decorations.

Jerry Goebel and Bud Ruddy, for handling phone reservations.

Hal Cockerill, Gary Cook, and Jack Evans for manning the check-in station.

E.K. Williams for the great jokes and for serving as the luncheon co-coordinator.

**Our next scheduled luncheon will be stag on January 17, 2007.**

*Jon Beckett*

### United Airlines Retired Pilots Foundation, Inc.

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

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## SWAPPING TRANS FATS FOR A DIFFERENT, BUT ALSO DANGEROUS, FAT

When it comes to the increasing public awareness about the dangers of trans fats, there's good news and there's bad news. The good news: more and more cities are considering bans on toxic trans fats, and increasing numbers of food companies are taking these health-harming fats out of their products.

The bad news? Some of these companies may be trading one disaster for another. A study has found that a **new method of modifying fat** in commercial products to replace trans fats raises blood glucose and depresses insulin, both precursors to diabetes. Meanwhile, like trans fat, the new fat also lowers good "HDL" cholesterol.

The modified fat, called **interesterified fat**, is fast becoming the method of choice for food manufacturers to replace trans fats because it still allows for longer shelf lives in the foods. Interesterified fat is a modified fat that includes hydrogenation followed by rearrangements of fats molecules by the process called interesterification.

This process unnaturally rearranges the position of individual fatty acids on the fat molecule, and can alter metabolism in humans. In the study, unmodified saturated fat, which has unfairly gotten a bad rap all along, was **not associated with negative effects**.

If you want to avoid dangerous fats of all kinds, your best option is still to **avoid processed foods**, even those with no trans fats, and opt for healthy fat sources from whole foods, according to your metabolic type.

Nutrition & Metabolism January 15, 2005, 4:3

Science Daily January 18, 2007

[mercola.com](http://mercola.com)

### AGE 60 FAR

Hi Ted,

I retired from United in August and now fly for NetJets.

As you may know there is a group of pilots that are organizing a class action suit to overturn the age 60 FAR. It has a good chance of winning this time because the FAA is allowing pilots from all other nations on earth to land in the U.S. but not its own citizens.

I wonder if it would be possible for you to mention it in the RUPA news letter. There may be some members that would be interested in getting a point of contact.

I'll forward something to you. This is an e-mail point of contact.

micksmeister@earthlink.net or CortReno@aol.com.

Thanks, *Rich*

Rich Hinnenkamp 408-782-1712

### AN ACTUAL AD PLACED IN A UTAH PAPER

2006 Suzuki 1000. This bike is perfect! It has 1000 miles and has had its 500 mile dealer service. (Expensive) It's been adult ridden; all wheels have always been on the ground. I use it as a cruiser/commuter. I'm selling it because it was purchased without proper consent of a loving wife. Apparently "do whatever the f\*\*\* you want" doesn't mean what I thought. Call me, Steve. (801)867-8292

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## THE SEATTLE GOONEY BIRDS

The Seattle Gooney Birds assembled for our monthly luncheon at the *SEATAC Marriott Hotel* on 12/21/06. The gathering was smaller than usual, probably because of the recent storm that took out nearly everyone's electrical service. We had two tables with lively conversation some good cheer and a couple of jokes before we adjourned for last minute Christmas shopping. In attendance: Dave Carver, Jim Barber, Al Haynes, Jack Brown, Ken Case, Dean Turner, Chuck Westphal, Jeff Roberts, Tom Smith, Fred Sindlinger, Don Anderson, and Bill Brett.

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## THE SEATTLE GOONEY BIRDS

The Seattle Gooney Birds assembled for the January 18th meeting at the *Marriott* by about 11:00. It seems to get earlier and earlier each month. We will provide a breakfast menu when necessary. Lively discussion was followed by a very short meeting which immediately became lively discussion once again.

Attending were: Rod Lion, Jack Brown, Dean Turner, Howard Holder, Chuch Westpfhal, Jim Barber, Dave Carver, Alex Dunn, Bill Brett, Dick Weisner, Mark Gilkey, Herb Marks, Bill Records, Jim Chilton, Dan Jessup, Bill Lamberton, Neil Johnson, Ray Hull, don Anderson, Bill Stoneman, Vince Evans, Rex Joseph, Tom Graham, Brent Revert.

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## TUCSON RUPA LUNCHEON

Our guest speaker drew quite a crowd to the *Tucson Country Club* in December for what will now be an annual luncheon for the retired pilots and spouses living anywhere near Tucson.

Tom Harmon, the Station Manager for United here in Tucson, told the group about how United decides which routes are flown seasonally and explained why, even if running at about a 100 percent load factor, they are only flown seasonally. Of course those of us who live year round in Tucson think that those routes should not be seasonal but we all know what effect our opinions have on the decision makers in World Headquarters. The subject of airline mergers also came up and several interesting combinations were discussed during the Q&A that followed Tom's talk.

Enjoying the luncheon were: Woody Morgan, Bev Goodlow, Vic and Bev Hansen, Bob Steeneck. Bill and Marj Tyndall, Angie Wallace, Jim and Jan Guest, Mike Allum, Hank and Luella Dykhuis, Peggy Kuhn, Tom and Bev Workinger, Pam and Randy Ryan, John Anderson, Don and Joyce Sutherland, Mike Schurig, Frank and Roxanne Grona (who are moving to the Phoenix area), Ed and Meredith Parsons, Jim and Jan Noble (who were visiting from Chicago), George Raymond, Fred and Barbara Duell, Greg Ryan, Carl Hankwitz (who took some great pictures of the luncheon.)

It will be a while 'til the next one. The holidays make December a very busy month for most of us and is even too early in the winter season for some who seasonally reside in Tucson to have come south from their northern homes. At this moment we are planning on having it in January or February of 2008!

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## CLOSE SHAVE

A man went to a barber for a trim and a shave. While the barber was lathering the man up for his shave, the man told the barber that he always has a hard time getting a close shave on his cheeks.

The barber pulled a small wooden ball out of his cabinet drawer. "Place this ball between your cheek and gum on the right side and I can give you a close shave."

The man did this, and the barber shaved the right side of his face. "Wow!" exclaimed the man, "that is great!" He put the ball in the left side of his mouth, in anticipation of the barber's next move and with muffled voice asked, "Buh wat happens if I accidentowy swawo du baw?"

The barber said, "Just bring it back tomorrow. That's what most guys do."



# LETTERS

**LEROY BAIR**—Gurnee, IL

Enjoy the *RUPANEWS*. Thanks to everyone who make it possible. We read it from cover to cover. I'm sure that you put in "only an hour a week" like we're told when volunteering with the Boy Scouts.

Tomorrow will be birthday 68. So for once I'll be on time. Don't count on it too often; the big day is too close to Christmas (12/27).

2006 has been good. I had two short stays in the hospital with mild infections – just can't put iodine and a Band-Aid on things anymore. But got another great report from Mayo – 7 ½ years since prostate surgery.

Eva and I traveled this year to Maui in March (Jim Naze's condo in Kahana). In September we traveled on passes to LA and drove highway 1 north to Bodega Bay with another couple. No problem getting to LAX on a Friday on passes but watched 5 flights go by from SFO on a Wednesday. You never know. In October we flew to Budapest, Hungary and boarded a riverboat. We cruised the Danube, Main, and Rhine Rivers for two weeks to Amsterdam. What a great trip with Vantage Travel!! We enjoyed it so much that we booked another river cruise for next year.

Till next year.

**DAN BARGAR**—Santa Rosa, CA

WOW, Hard to believe it was 13 years ago this month that I set the brakes on that 757 for the last time.

A very busy 2006 started off at our Lake Tahoe townhouse with some good skiing, considering Sierra Cement. Then a 28 day cruise around South America on Celebrity's Millennium. Lucky enough to get business class to Buenos Aires and 5 days in an apartment thanks to VRBO.com. The owner was an Argentinean living in San Jose. It is an amazing continent with great people and the only

place in the world where the dollar is king. Wonderful food, modern cities both large and small plus lots of icebergs, penguins, guanacos and albatross. After a day in the Falklands we wondered why anyone would fight over the place. We had every kind of weather from warm smooth seas to 40 ft. swells and winds over 90MPH. But made every port on time. Really enjoyed our balcony cabin and disembarked in Ft. Lauderdale with two large boxes of treasures for UPS to send home.

We spent August again at Chautauqua where the lectures, music and programs continue to amaze. Season was capped off by a terrific lecture on the theater by Rita Moreno and a Sat. performance in the amphitheater by the Beach Boys. OLD: sure, but still good performers. Then after Thanksgiving we again saw the Christmas Story pageant performed at Epcot. It's a thrilling experience with hundreds in the chorus and orchestra culminating with the best aerial fireworks ever seen.

My daughter brought her new daughter Grace Li home from the orphanage in Chengdu, China last March. It was a one year effort but Grace is now almost 3 and the happiest brightest kid. My son in Houston, had twins who are now almost 2 and just wish we could visit more often. Chris has two grandchildren, Ian who is 10 and granddaughter Bailey who will be 3 this year and about to have a new brother in April.

My family Doctor and neighbor gave me the news last year that I was close to Type II diabetes and suggested I quit eating. So South Beach Diet and 30 pounds lighter normal blood sugar, cholesterol 135; PSA less than 1.00 and liver looks great again. Guess with Diet Coke and exercise I might be around a few more years.

Many thanks to all the retiree groups and their efforts. Plus thanks to Bob Donegan for his great organizing of the North Bay lunch group. Good to see the classics showing up i.e. Deke Holman and of course Wild Bill Smith.

Open invitation for those happening by the Sonoma Wine Country.

*Dan Bargar*

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**HARLIN BELL**—Moneta, VA

“OLD AGE IS VERY UNHANDY.”

HOWEVER—the alternative is permanent.

Health “holds.” Fishing is poor, taxes are up, frozen meals are no better when heated. Love those pension checks, hate winters, recognize fewer names.

We desperately need a new scheduling committee. Tooooo many “West Bound Flights.” (One more valley-one more hill)

*Harlin*

**MURIEL BERGSMA**—McHenry, IL

Dear Mr. Olson:

Well, here it is that time of year again - my renewal was due 12/1/06, and here it is the 3rd of January. Sure hope my membership will be bridged so I can get the January edition of the RUPA Directory.

Enclosed is my Check No. 7981 for the \$25.00 annual membership fee. Truly enjoy all the news items appearing in the monthly editions. Continue to enjoy the input from pilots I knew back prior to my Feb. 1999 retirement.

Back in my so-called "hey day" I worked for J. D. Smith, VP of Flight Safety & Industry Affairs. In those days WHO was known as EXO, the Puzzle Palace, and whatever suited one's needs. Sure have traveled many miles of changes since back in 1966. Enjoy reading about all the retirees I knew both at EXO Flight Operations, and later during my days as Administrative Coordinator on the staff at ORDFO. My best to you in the new year.

As a side note, Elaine Hanley who served as secretary to both Bill Dunkle and Clark Luther, passed away before Christmas. She was a lovely co-worker and admired by both gentlemen.

My best to you in 2007.

Sincerely,

*Muriel Bergsma*

2809 N. Dutch Circle

McHenry, IL 60050

(815)385-0798 e-mail: Kenmurborgsma@aol.

**FRENCHY BOURGEOIS**—Scottsdale, Az.

2006 was not a good year for me. I spent too much time at Mayo Hospital & Clinic. I had Kidney Stones, Squamous Cell Carcinoma surgery twice on my head, Laminectomy, had 1 before in 2005. Low pulse (30+) required a Pacemaker, gallbladder caused infection—followed by Sepsis (a Toxic condition) from the spread of bacteria. Was in ICU and a couple times during the worst periods I thought I was heading west for my final flight. BUT each time I was cleared to my alternate (SFO) was told I was too ill to have my gallbladder surgery. After 5 days of intense IV antibiotic they removed the gall bladder. After recovery at home I visited Primary Care Dr. for follow up. It was not my day as I had an episode in his office. Lost my sight & ability to talk coherently. Dr. called E.R. On my arrival the tests started; after many tests the Dr's felt I had a seizure & not a stroke. So I'm home now on seizure meds, my eye sight has gotten so bad I failed 2 Exams for my 3<sup>rd</sup> class medical. We donated our C182 to our Son Larry to carry on his Campus Ministry. I am unable to drive at present but if I can make it to Feb. without anymore seizures I will get my driver's license back. In the mean time Millie says it is easier for her to drive then sit over there & tell me how to do the job.

Good News for the year is Millie & I drove to Palo Alto to attend the annual RUPA Picnic at the Elks Club. It was a wonderful gathering of old friends. We also visited friends & relatives in Sacramento, Stockton & Sonoma. I am so Thankful for all the Cards, Hospital Visits and Prayers during the 3 mo. Our children were Great, spending time helping Millie through it all. Hope I can get back to our R.U.P.A Luncheons soon. Happy New Year To All, *Frenchy & Millie*

**JERRY BRADLEY**—Boca Raton, FL

Nine years since I set the parking brake. I can't remember what working was about. It doesn't sound like a lot of fun anymore either. I have enjoyed retirement even more then I thought I would, and I thought I would.

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We had a great year. Pat had her second hip replacement. She is totally bionic now. No problems and she is walking fine. We took two cruises this year. I wanted to share one of them with you folks as it was a revelation.

We started cruising in 1974 and have done an average of two a year since then. Needless to say, we love it. I never thought there was such a thing as a bad cruise, just some better than others. I now stand corrected. We took a Costa cruise on the Magica. It was more like the Costa Nightmare. I can't tell you how bad it was. Food was inedible, ship was dirty, couldn't see through the glass on our balcony. Staff didn't speak English, they did master one phrase though "I don't know" We heard a lot of that. When we got home I wrote the Coast Guard about the safety procedures. They held the life boat drill late in the afternoon of the second day at sea. I guess there is no possibility of an emergency the first day. Our station, according to the information on the back of the door in our room, was #20. There were only 18 stations. Since they didn't take roll call, there was no need to go anyway.

Ed Wheeler of our local Miami RUPA group boarded the day we got off the ship. He said his cruise was even worse, I don't believe that though. Not possible. If you are planning a cruise, take note.

I hope everyone stays healthy and has a terrific 2007. *Jerry*

#### **TOM BRANCH**—Denver, CO

Jim - First item of business is to thank you and all your hard-working pals who put together and get mailed the entertaining monthly news letter - it's very much enjoyed. Some good-sized changes in things this year with the death of my uncle, sister-in-law and several friends. Had a couple of stents put in my heart arteries, and am fortunate to have come thru that with no heart damage and no reduction in physical activities. Had some great powder skiing already this season, and look forward to a lot more. Check coming in snail mail - even got the right month! Have a Blessed Christmas! *Tom*

#### **RAY BRICE**—Honolulu, HI

Aloha all,

Well, 2006 is a year I would just prefer to forget as far as the Brice family is concerned. The past year was the first real recognition of what the loss of our pension really means to our lives and future. I know, some of you did not lose too much, but for Jan and me, it was almost 80%.

In January, when we were planning our 40<sup>th</sup> wedding anniversary and realized the lack of funds to do as we had planned for years. Thus, it was not the "big" celebration we planned on but a very subdued dinner alone in Honolulu. It reminded me of the way we started out together in 1966 when I was still a mechanic at UAL. BROKE!

Later in the year Jan celebrated the "Year of the Dog" birthday but again in a very subdued manner. Jan was able to get her annual trip in to China to study her Tai Chi with the Chinese master teachers.

In quick succession Jan went to Virginia to assist her sister who had a kidney transplant. While there, our son Nick tore his Achilles tendon and ended up in a cast. They discovered a blood clot in his foot while removing the hard cast and a couple of days later he was in intensive care with the blood clot in his lung. Of course he then got pneumonia from being in the hospital and weak lungs.

I arranged for a flight just before Christmas to visit Nick in Texas. The first night I was there, I found myself in the same hospital Nick had just checked out of, with a blood clot inside me that killed about a foot of my small intestine. I spent Christmas and New Years in the hospital near Fort Worth.

Today I am back home in Hawaii back to work on a much limited basis with Aloha and getting stronger every day.

My hope is that each of you had a much better year than we did. Looking forward to better times now.

Aloha

*Ray*

P.S. Can you change my address to:

Ray Brice  
2999 Kalakaua Ave #604  
Honolulu, HI, 96815  
808-620-0685  
raybrice@aol.com

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## **SPECIAL EXTRA EARNINGS FOR MILITARY SERVICE**

Under certain circumstances, special extra earnings for your military service from 1940 through 2001 can be credited to your record for Social Security purposes. These extra earnings may help you qualify for Social Security or increase the amount of your Social Security benefit.

Special extra earnings are granted for periods of active duty or active duty for training. Social Security cannot add these extra credits to your record until you file for Social Security benefits. (Note: Special extra earnings are not granted for inactive duty training.)

### **How You Get Credit For Special Extra Earnings**

The information that follows applies only to active duty military service earnings from 1940 through 2001. Here's how the special extra earnings are credited:

#### **Service In 1978 through 2001**

For every \$300 in active duty basic pay, you are credited with an additional \$100 in earnings up to a maximum of \$1,200 a year. If you enlisted after September 7, 1980, and didn't complete at least 24 months of active duty or your full tour, you may not be able to receive the additional earnings. Check with Social Security for details.

#### **Service In 1957 Through 1977**

You are credited with \$300 in additional earnings for each calendar quarter in which you received active duty basic pay.

#### **Service In 1940 Through 1956**

If you were in the military during this period, including attendance at a service academy, you did not pay Social Security taxes. However, your Social Security record may be credited with \$160 a month in earnings for military service from September 16, 1940, through December 31, 1956, under the following circumstances:

- You were honorably discharged after 90 or more days of service, or you were released because of a disability or injury received in the line of duty; or
- You are still on active duty; or
- You are applying for survivors benefits and the veteran died while on active duty.

You cannot receive credit for these special extra earnings if you are already receiving a federal benefit based on the same years of service. There is one exception: If you were on active duty after 1956, you can still get the special earnings for 1951 through 1956, even if you're receiving a military retirement based on service during that period.

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## **DUMBEST KID IN THE WORLD?**

A young boy enters a barber shop and the barber whispers to his customer, "This is the dumbest kid in the world. Watch while I prove it to you."

The barber puts a dollar bill in one hand and two quarters in the other, then calls the boy over and asks, "Which do you want, Son?"

The boy takes the quarters and leaves.

"What did I tell you?" said the barber. "That kid never learns!"

Later, when the customer leaves, he sees the same young boy coming out of the ice cream store.

"Hey, Son! May I ask you a question? Why did you take the quarters instead of the dollar bill?"

The boy licked his cone and replied, "Because the day I take the dollar, the game's over!"

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**RICHARD BROMWICH**—Middletown, NJ

Hi Ted

Hello fellow pilots,

Well 10 years have gone by since I retired. I still am married to the same woman and have 8 grandchildren and all the family are in good health. I guess you can't ask for better than that.

This year's rant!

It was a good job and a great bunch of guys to work with but it's been mostly down hill for pilots since deregulation. It has been a constant struggle of pilots versus government and management to retain their standard of living.

The Government is interested in keeping flying cheap for the masses, management wants to keep costs low by taking the increased costs of fuel etc out of their workers pockets and thereby enrich themselves and Wall Street. Pilots in effect are subsidizing the traveling public.

Working pilots are not treated with proper respect, going through the ritual of removing their shoes and hats and being searched along side the passengers. Let's face it, if a pilot wants to crash his a/c he doesn't need any weapon. The Government is reluctant to pass any safety regulations for better industry standardized working conditions, thanks to lobbying efforts of the airlines management. They even allow pilots over 60 from other countries airlines to fly in the USA.

When I read in the ALPA magazine of what today's pilots are facing, bankruptcies poorer working conditions etc, I have to wonder when the pilots of all airlines will realize that their only hope is sticking together through ALPA and all other pilot unions here in the USA and abroad. They could, bring this or any other country to its knees, as far as air transportation goes by having a 48 hour nation wide walkout of all pilots and force the Government to pay attention.

The Government could not possibly replace them as it did in the controllers strike or imprison them all. A few Union Officials might spend the night in jail but it would be worth it. Of course this would require solidarity that has rarely been seen among pilots.

ALPA has to start acting like a tough Union instead of a social club and to have the balls to use drastic action when necessary to notify Government and Management that its not going to allow the constant downward spiral of pilots working conditions and wages to continue. This would be a lot more effective than trying to bribe members of Government to pass legislation using ALPA Pac money. Unfortunately the US Government is filled with politicians interested in getting rich instead of representing the people.

Thanks to all who put out the *RUPANEWS*.

*Dick*

**JOHN P. BROWN**—Hayward, CA

Coming up on my 13th year since I sent my last flight plan/Dispatch release. Not quite as dramatic as, say, greasing a 747 landing on a retirement flight, but the final puzzle piece in a 38-year career.

I've done very little flying in the last few years. Most of the places I want to go are within a day's driving time, so I prefer to travel that way. No lost luggage, no security hassles, and I don't have to rent a car when I get there. The exception to that has been a few trips back to Chicago. I've taken those on Southwest, mainly because they leave from OAK, which is close to my Hayward home, and they fly into MDW, which is within two miles of where I am headed. I found that messing with United from here to DEN, and then switching to TED so I could go into MDW, was just not worth the hassle.

My golf hasn't gotten any better, but it gets me out into the fresh air, and allows me to walk on something softer than concrete. Then, too, when I shoot really bad, I rationalize it by thinking that I've gotten extra exercise by swinging the clubs more often than usual. It's only a game!

Best wishes to all for the upcoming holidays...or, as we politically INcorrect say, "Merry Christmas"...

*John* writetojohn@comcast.net



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**BOB BURNETT**—Arvada, CO

Ted and all. Thanks for your continued hard work. 2006 was an uneventful year for my family. A couple of cruises (One to Croatia, which I highly recommend) with other old United pilots and their wives and full time employment with NetJets. There are a surprising number of retired UAL guys at NetJets, I seem to run into one each time I fly. My plan is to fly until I flunk the physical or the semi-annual check ride, which ever comes first. Either way I enjoy flying the "little jet". Great part time gig.

Regards, *Bob*

**BOB BURNS**—Fairfield, CT

Greetings everyone!

Here it is, another January "Birthday Month" in the North East. One thing I did do was buy a 20% discounted positive space ticket off the published fare on United in November—BDL-ORD-SEA—RT to visit my daughter in Seattle. Worked out pretty well since both SEA & ORD were virtually impossible for standby travel & without my pre-printed boarding pass, seat assignment & "on line check in" I would probably still be sitting in either station, since the flights were overbooked. The fare was exactly the same as the one on "united.com" minus the 20%. The United agents, especially at BDL, were extremely nice & really helpful especially considering all the "hits" they have taken recently. Little difficult talking to United reservations where ever they are—some far away place I guess, since it is obvious that English is not their first language, & they were less than familiar with the 20% PS deal. Kind of a culture gap—sure was not like talking to the Res. agents of years past. Wonder how our revenue passengers react to this? Yes I know, they have to save wherever they can so the "Anointed Ones" can receive their obscene stock options & equally obscene salaries—there I go again! Promised myself I wouldn't get into that—sorry!

On a happier note, we now have three grandchildren with a fourth on the way which has made our lives really exciting.

BTW, I remember reading a letter in a back issue of *RUPANEWS* by a member that mentioned he bought a hearing aid at Costco & that he was reimbursed for 80% minus the \$250 deductible. Thought I would give it a shot & frankly I was very surprised how professional the audiologist was & I was very pleased with the results. All digital & completely computer diagnosed (\$1399 for one). State law in CT states that a hearing aid may be returned within thirty days if you are not satisfied—Costco's return policy is sixty days. Did call Blue Cross prior & was told they would cover up to 80% minus a \$250 deductible for hearing aids with a \$5000 lifetime maximum; however, today I received a benefit statement from Blue Cross saying "This expense/service is not covered". Called them back & after some discussion I was told they would issue a new benefit statement supposedly paying what they originally said they would. Some gibberish about the provider being "out of network" etc; but no real reason why the claim was rejected in the first place. Like the man once said "I don't understand all I know about this". We shall see what the next statement brings. (Check to Jim).

"Wishing the Best to Everyone in 2007!"

*Bob Burns*

P.S. Ted, don't know if it is too late to include this in my annual *RUPANEWS* letter (almost-Ed.) that I recently sent: "Breaking news now! Just received a check from Blue Cross/Blue Shield for 80% minus the deductible for the hearing aid I purchased.-- *Bob Burns*"

**C. T. "CHAPPIE" CHAPMAN**,—San Jose, CA

Time for me to check in and ante up a few bucks for postage. Birthday number 94 just went by and in a few more years I will equal the 35 years I flew for United. I sure don't know where all those years went. When I was hired by United there were 4,--- pilots and W. A. Patterson the Prez knew quite a few by name and made an annual tour of the system. The Good Old Days.

At the end of a Council 34 meeting in San Mateo, Leo Kriloff came up with a suggestion. He said that after the Holiday season faded away and before the spring activities there was a quiet time and why didn't we have a stag dinner of the local members.

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The Stag night worked well at a couple of local Restaurants, but soon the word spread and we went to a Hotel. Sheraton was the second Hotel and BNO grew and you bid your schedule to join the good boys. George Howson was Secretary / Treasurer and sent a card to acknowledge your payment and you took this with you as it was good for one drink.

I'm sorry that BNO has more or less disappeared but on the other hand I don't know very many of the retired group these days.

An article in the Business Section of the local paper said that American may buy Delta and that would really be a big deal to merge those two pilot lists. Enough for this issue.

Regards and thanks for a good *RUPANEWS*.

*Chappie*

**STEVE AND JUDY CHILES**—Port Orange, FL

Howdy Jim, Ted and All,

Well, here it is 2007 already, and I am late again in getting my check in the mail. Thanks for not dropping me from the mailing list. It's in the mail! Where does the time go?

Judy and I are still here in the Spruce Creek Fly-In at Daytona Beach. The housing market slowdown has worked out well for us, but we are really getting serious about moving back to Virginia, though, and hope to be there by summer. It is great down in Florida, but the call of family has become too compelling. It's time to get closer to children and grandchildren... at least, until the winters drive us back to Florida.

We have become "cruise" addicts, so our days are filled with searching for the next great cruise deal, while trying to nudge the stock market in our direction. We also find ourselves frequently responding to urgent calls for computer assistance. So in addition to great bike riding and enjoying weather that borders on the sublime it seems we are always busy.

Keep up the good work. Both of us always look forward to the "*RUPANEWS*." You all continue to do superlative work in keeping retirees United.

*Steve and Judy*

p.s. Please note change on e-mail:  
capmandown@gmail.com

## **JACQUELINE CLARK**

This is a copy of a letter that I received in Sept. from Captain Jeani Flanagan, an Air Force Nurse. I have written a note to her in appreciation for her care of our wounded warriors- plus for taking time to write. Son John and I have participated in the Soldiers' Angels program since late 2003. What a privilege!

I think J.P. would be pleased that his UAL retirement funds go to help our Service Men and Service Women!

Dear Mrs. Clark,

My name is Jeani Flanagan and I am a psychiatric nurse currently deployed to Southwest Asia. I work in a facility that ensures ill and injured troops are flown out of the country to a hospital better equipped to their needs. Many times these brave men and women come to our facility without personal items due to their particular circumstances.

Today we received 14 boxes from Soldier's Angels each containing 3 backpacks. Each backpack had personal care items, a small handmade quilt, socks, and other clothing items. It has been an honor for me to make sure these backpacks are given to sick and wounded troops. I don't have the words to describe to you the feeling I get seeing the incredulous look on their faces when they realize these are gifts from their countrymen. It is most definitely tear producing!

The thank you card you filled out was also packed in the box. I try to personally contact anyone who has provided their name and address. Every card we receive makes it way to the pillow of a troop. I have seen battle weary individuals wipe their eyes as they read the warm wishes and prayers. The short amount of time it took you to write encouraging words on a card has made an immeasurable impact on a particular soldier/airman/sailor's life.

They aren't always in a position to write their thanks while they are with us so I want to do one more thing for these young men and women.....

Thank you for your support.

Jeani Flanagan

Capt USAF NC

It was a special pleasure for me to read your card - my mother was in the AF during the time you were a Navy Nurse, but had to separate when she discovered she and my father would be new parents. Thank you for YOUR service.—You paved the way for me

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**MACK CONNELLEY**—Golden, CO

Hello Ted.

Rather than a report regarding my measly activities for the past year I wish to call attention to the remarkable post retirement career of my friend Capt. Tom Hudgens, Jan. 20, 1921-Nov.3, 2006.

I hope you will print the enclosed tribute to his life in the Obituary section of the RUPA News Letter.

Thanking you in advance.

*Mack Connelley*

**GLEN DEVORE**—Ferndale, WA

Hello Sports Fans,

Ten years into the mission and still trying to get a day off. Madeline had a stroke 4 years ago and has moderately recovered. We got 2 new knees installed on her last year; two toes fixed, and in the fall decided to get her blocked right coronary artery opened and stents installed. It was not successful. Dr. Bill Lombardi son of Duke Lombardi (SEA) is a member of the NW Cardiologists in BLI, and went to Japan to learn how to do that and is training other Drs. the technique. (A TCA!) Anyhow Bill got interested in this specialty as Duke passed away from a heart attack only 3 years after retirement.

Madeline goes to Cardio rehab now to get her pump capacity increased. I had an accident loading my snowmobile onto the truck and had to get the tendon re-attached to the shoulder ball. (Rotator cuff repair) The deck is almost 5 feet off the ground and as the sled started up the ramp the skis caught, sled stopped, but my thumb hit the throttle, and I launched like superman. I have laughed at others that stopped with the skis on top of the cab, but now I understand!

The articles about the slow burn strength training were interesting. Does anyone have personal comments to share?

Thanks to the staff that makes the mailer possible.

Please note the new phone and E-mail address. I could not hack the accounting from Comcast any longer. 360 380 3376 glenadevore@yahoo.com

*Glen*

**PETER DULKEN**—Evergreen, CO

Hi everybody. Where do it go? The time, that is. There's just no holdin' it back. Been sailing in the Virgin Islands for the past 24 years, but not this winter. We (partnership of 3) sold the boat. As for me, I'd like to keep on sailing in that area. Anyone know of someone looking for a partner? Let me know.

Artificial knees are doing great. Still teaching skiing at Winter Park, CO.

Thanks to all at the *RUPANEWS* for a great job. Regards to all, *Peter*

**TED ELDER**—Issaquah, WA

Last year I celebrated my 50<sup>th</sup> college reunion and my 50<sup>th</sup> wedding anniversary. In May I went to Charlottesville, VA for three days of the University of Virginia's class of 1956 reunion. The highlight was our NROTC get-together. There was a 78% turnout of the midshipmen. Amazing!

In August, Shirley and I went on a seven-day cruise to southeast Alaska with our children and their families. It was a great way for us to celebrate together. I can easily recommend Holland-America for an Alaska cruise.

The Seattle area has been hit with rainstorms, windstorms and snowstorms since November that really affected a large number of people. We were without electrical power eight days during the week before Christmas. We had no heat, light or cooking here at home near Issaquah at that time. After the second night we packed as much food from the refrigerator and freezer as we could into coolers and moved to our boat in Seattle. Most of Seattle had power back in a couple of days so we were all right on the boat for six more days. And we had a lot of company on the dock as others had to resort to the same fall-back plan. We got back in our house the Friday before Christmas (which was on Monday), and were able to have Christmas dinner as usual with all of our family on Christmas day. It was another couple of days after Christmas until our TV and internet access was restored.

*Ted Elder* (1960-1993)

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**RICHARD GOUDEY**—Port Orange, FL

Ted: An interesting year indeed!

We traveled on mainline United vs our frequent Uax trips out of Dab to Iad and Ewr...I was thinking the planes would be full so to ensure that we got to see our oldest son Britt in Alaska we PURCHASED a ticket from Sea to Anc and return. No problem getting on flights from Mco to Lax or Lax to Sea but when we boarded the Anc flight, (just happened the cheapest ticket was Ual), got settled in our aisle seats, 17c and 17 d, I was delighted to see the rest of my row empty! Door was just about to close and guess what? Down the aisle comes a young man and woman and a LAP!!!! They were in 17e and f!!! The only seat I paid for in years!!!!

Thank goodness the F/A was agreeable to me moving up to the overwing exit row where the inboard seat was also available. I asked if Judy could be moved up next to me and the F/A said that as long as there was no "funny business" it would be OK. Wow!

Wonderful trip up to Lake Arrowhead to visit Judy's brother. Also saw Big Bear from the ground this time after so many times going into Lax. Very beautiful although the forest fires came close. Stopped and saw Glen and Madeline Devore in Bellingham Wa. who showed us around their beautiful area after a great lunch.

Our visit to Alaska was much more interesting than other years in that we stayed long enough to really see a lot of the things that were missed on other trips. Highlight of our stay were a trip down to the Kenai river area where Britt has bought a property and also a day trip on the Alaska Railroad's "Hurricane Train" which is just a two car train that goes from Talkeetna up to Hurricane Gulch and the local people with their supplies and guns, etc. are dropped off or picked up at their cabins along the track.

At one point I was standing in the cab of the train which was moving when the Engineer announced he would go back and slide open the baggage door so I could have a better view of the Salmon swimming in the river alongside the tracks... was

glad when he came back as I'm only qualified on model trains...!

My thanks to the folks who produce the *RUPANEWS*. Sent check last month.

Cordially, *Richard Goudey*

**ED GRIFFITH**—Macedonia, OH

Our family had quite a Thanksgiving. All our sons came home with their wives, children and three boyfriends! Thankfully our son Greg lives nearby in Hudson and was able to accommodate the 30 people for dinner. Our oldest Granddaughter, Dyanne, had her boyfriend there and he proposed just after dinner. He first rose to toast Greg & Trisha for having us all there and then began to speak of Dyanne with high praise (they are both in law school at George Mason) then he got on one knee and proposed!! Everyone was thrilled and all the women cried, a good time for all. We feel so blessed to have five good sons, and five wonderful daughters-in-law. Barb is doing well, she is on daily home peritoneal dialysis - leftover problems from her infection in '04, but all other organs are fine. As with most mothers at her age she has arthritis in her knees and it makes walking very difficult, but she manages with help from me and a cane. Our oldest son, Tom, is now Dean of Faculty at The War College in D.C. Two of our grandsons are off to college in the fall, although they both like Notre Dame and are excellent students, we know it's a long shot - but hey, somebody has to get in! No big trips to report on, thank God we are healthy with the minor exceptions due to age. All the boys are in good shape, doing what they do, except for our youngest, David, he is back in school after leaving Progressive Ins. after ten years. He is going to get his teaching certificate and hopes to teach and coach wrestling at the middle school level. We are happy that he has found something he likes. That's it for this year - check to J. Olson, Thanks to all the people who do this each month - it really helps keep in touch.

Happy New Year, *Ed*

1956 -61, PIT, EWR, CLE, ORD

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## WHAT THOMAS JEFFERSON LEARNED FROM THE MUSLIM BOOK OF JIHAD

By Ted Sampley  
U.S. Veteran Dispatch  
January 2007

Democrat Keith Ellison is now officially the first Muslim United States congressman. True to his pledge, he placed his hand on the Quran, the Muslim book of jihad and pledged his allegiance to the United States during his ceremonial swearing-in. Capitol Hill staff said Ellison's swearing-in photo opportunity drew more media than they had ever seen in the history of the U.S. House. Ellison represents the 5th Congressional District of Minnesota.

The Quran Ellison used was no ordinary book. It once belonged to Thomas Jefferson, third president of the United States and one of America's founding fathers. Ellison borrowed it from the Rare Book Section of the Library of Congress. It was one of the 6,500 Jefferson books archived in the library. Ellison, who was born in Detroit and converted to Islam while in college, said he chose to use Jefferson's Quran because it showed that "a visionary like Jefferson" believed that wisdom could be gleaned from many sources.

There is no doubt Ellison was right about Jefferson believing wisdom could be "gleaned" from the Muslim Quran. At the time Jefferson owned the book, he needed to know everything possible about Muslims because he was about to advocate war against the Islamic "Barbary" states of Morocco, Algeria, Tunisia and Tripoli. Ellison's use of Jefferson's Quran as a prop illuminates a subject once well-known in the history of the United States, but, which today, is mostly forgotten - the Muslim pirate slavers who over many centuries enslaved millions of Africans and tens of thousands of Christian Europeans and Americans in the Islamic "Barbary" states.

Over the course of 10 centuries, Muslim pirates cruised the African and Mediterranean coastline, pillaging villages and seizing slaves. The taking of slaves in pre-dawn raids on unsuspecting coastal villages had a high casualty rate. It was typical of Muslim raiders to kill off as many of the "non-Muslim" older men and women as possible so the preferred "booty" of only young women and children could be collected.

Young non-Muslim women were targeted because of their value as concubines in Islamic markets. Islamic law provides for the sexual interests of Muslim men by allowing them to take as many as four wives at one time and to have as many concubines as their fortunes allow. Boys, as young as 9 or 10 years old, were often mutilated to create eunuchs who would bring higher prices in the slave markets of the Middle East. Muslim slave traders created "eunuch stations" along major African slave routes so the necessary surgery could be performed. It was estimated that only a small number of the boys subjected to the mutilation survived after the surgery.

When American colonists rebelled against British rule in 1776, American merchant ships lost Royal Navy protection. With no American Navy for protection, American ships were attacked and their Christian crews enslaved by Muslim pirates operating under the control of the "Dey of Algiers"--an Islamist warlord ruling Algeria. Because American commerce in the Mediterranean was being destroyed by the pirates, the Continental Congress agreed in 1784 to negotiate treaties with the four Barbary States. Congress appointed a special commission consisting of John Adams, Thomas Jefferson, and Benjamin Franklin, to oversee the negotiations.



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Lacking the ability to protect its merchant ships in the Mediterranean, the new America government tried to appease the Muslim slavers by agreeing to pay tribute and ransoms in order to retrieve seized American ships and buy the freedom of enslaved sailors. Adams argued in favor of paying tribute as the cheapest way to get American commerce in the Mediterranean moving again. Jefferson was opposed. He believed there would be no end to the demands for tribute and wanted matters settled "through the medium of war." He proposed a league of trading nations to force an end to Muslim piracy.

In 1786, Jefferson, then the American ambassador to France, and Adams, then the American ambassador to Britain, met in London with Sidi Haji Abdul Rahman Adja, the "Dey of Algiers" ambassador to Britain. The Americans wanted to negotiate a peace treaty based on Congress' vote to appease. During the meeting Jefferson and Adams asked the Dey's ambassador why Muslims held so much hostility towards America, a nation with which they had no previous contacts.

In a later meeting with the American Congress, the two future presidents reported that Ambassador Sidi Haji Abdul Rahman Adja had answered that Islam "was founded on the Laws of their Prophet, that it was written in their Quran, that all nations who should not have acknowledged their authority were sinners, that it was their right and duty to make war upon them wherever they could be found, and to make slaves of all they could take as prisoners, and that every Musselman (Muslim) who should be slain in Battle was sure to go to Paradise."

For the following 15 years, the American government paid the Muslims millions of dollars for the safe passage of American ships or the return of American hostages. The payments in ransom and tribute amounted to 20 percent of United States government annual revenues in 1800.

Not long after Jefferson's inauguration as president in 1801, he dispatched a group of frigates to defend American interests in the Mediterranean, and informed Congress. Declaring that America was going to spend "millions for defense but not one cent for tribute," Jefferson pressed the issue by deploying American Marines and many of America's best warships to the Muslim Barbary Coast.

The USS Constitution, USS Constellation, USS Philadelphia, USS Chesapeake, USS Argus, USS Syren and USS Intrepid all saw action. In 1805, American Marines marched across the desert from Egypt into Tripolitania, forcing the surrender of Tripoli and the freeing of all American slaves. During the Jefferson administration, the Muslim Barbary States, crumbling as a result of intense American naval bombardment and on shore raids by Marines, finally officially agreed to abandon slavery and piracy.

Jefferson's victory over the Muslims lives on today in the Marine Hymn, with the line, "From the halls of Montezuma to the shores of Tripoli, we will fight our country's battles on the land as on the sea."

It wasn't until 1815 that the problem was fully settled by the total defeat of all the Muslim slave trading pirates. Jefferson had been right. The "medium of war" was the only way to put an end to the Muslim problem. Mr. Ellison was right about Jefferson. He was a "visionary" wise enough to read and learn about the enemy from their own Muslim book of jihad.

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## WIFE

Two guys from Oxford County are quietly sitting in a boat at Turkey Point, fishing and drinking beer. Almost silently, so as not to scare the fish, Mel says, "I think I'm going to divorce my wife ... she hasn't spoken to me in over 2 months."

Earl continues slowly sipping his beer, then thoughtfully says, "You better think it over... women like that are hard to find."

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**FRANK & ROXANNE GRONA**—Goodyear, AZ

Dear James and "gang":

Thanks to all of you for your time and effort. Our newsletter is very well done and much appreciated!!!

We got tired of Washington weather and had the good fortune to sell our house in 15 minutes in May. The only problem is our new home in Pebble Creek-Goodyear, AZ will not be done until sometime mid Feb. We stored our "Stuff" and spent the summer on our boat "Alluvium" cruising the San Juan's. She is an American Tug "34", not a 747, but I can still afford the fuel.

After March our new address will be: 2255 N. 164th Drive, Goodyear, AZ. It's a Robson active retirement property called Pebble Creek. We look forward to seeing old friends and will usually be able to offer up a pretty good glass of wine to settle the road dust to anyone who stops by. We enjoyed attending the nicely done Tucson RUPA get together in December with old friends Captain Hank and Lou Dykhuis. Hats off to Randy Ryan for a nice event. I also enjoy seeing old co-workers and friends at the monthly Phoenix Roadrunners.

My best to all of you in 2007 and many thanks to all you volunteers. Frank Grona, last set the parking brake at SFO in 1990.

*Frank*

**TOM HELMS**—Lake Villa, IL

Check is in the mail to Jim. You guys are doing a great job keeping the spirit of United Airlines alive! For many years the ORD pilots had a gala retirement party every fall. It was always very enjoyable with a large crowd attending. There has not been a party for the last two years. Does this give you a clue of what is going on within the current UAL pilot community?

Everything is going great with my family. My two daughters are assistants to large company executives. Don has 27 years in with UAL with 10 more to go on the 747 usually flying LAX-SNY. Pete, an MD80 Captain for American, has 19 years in and 17 more years to go. I hope to be around on

their last trips!!!! My son, Bill, manages an import-export company and makes almost as much as the two pilots combined.

Of all the terrific articles in *RUPANEWS* over many years, the one that stands out to me was in the Sept. 2006 issue by Captain Phil Foss. When I came over to UAL I flew with Phil and it was always an educational experience as he had and has a very high intelligence level. Regarding his 7 year furlough he neglected to tell you that he went back to law school and ended up as a very successful lawyer in the Chicago area. In his article Phil pointed out that you still have the "B" fund which should have been substantial and that WE do not and have not paid a single dime in dues to ALPA since retirement so: "you were looking for ALPA to look after you and your self interests?". I was on that MEC in 2000 that Phil was talking about and I can tell you that politics were running rampant to the point, in my opinion, that actions were taken to the extreme detriment of the United pilots. Just look and remember how the elections went around the early 2000 time frame up to bankruptcy! MEC politics at that juncture stinked! Just dig out Phil's letter and reread it. He is right.

*Tom Helms*, ORD & SFO

**BARNEY HIGGINS**—Bernville, PA

Let me tell you how badly I feel. Last night I sat in my recliner reading the latest *RUPANEWS* and commented to my wife that so many dummies fail to pay their dues on time. It looked as if half of us fail to pay on time. Then she asked if my dues, that should have been paid by my birthday in September, had been paid. Of course, I'm reading the News on 25 October. Damn. I hate when she is always right! I could beg it off as Halfheimers, except that I have been late so often. Anyway, I shall not be late next time because I am sending dues for **two** years this time, plus a few bucks for the donuts and such at the stuffer's table.

Rie and I have been blessed. She had some digestive disorders that are now under control. She also had a successful knee replacement. I had a pacemaker installed in January because an A-fib problem popped up. Nevertheless, Rie and I hope

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to ski again this winter, and I hope to pursue a fresh class III FAA medical in a few months. As long as the four kids and the grandchildren stay healthy, all is good with the world.

We wish everyone a Happy Thanksgiving, a Merry Christmas and a Joyous New Year.

*Barney & Ric Higgins*

**DEKE HOLMAN**—Napa, CA

I almost missed my birthday month. It has been another good year. 22 years and counting. We went sliding this year, first time in 8 years. The lift tickets at North Star have really gone up in 8 years. From \$5. To \$14. Started going to the North Bay lunches and enjoy them very much. Off to Oshkosh and it was another good year, but had a hard time getting from ORD to SFO and I had to take South West.

Went on a couple golf trips and I have shot my age three time this year, and I can go a stroke higher now. Went to North Carolina to spend my birthday with my kids and grandkids. Spent a week in Kona. Great weather and fair golf. Still flying my Christen Eagle and am getting re-checked out in a Stearman. Still working 2 days a week at Silver Oak Winery and have seen a couple UAL pilots in tasting. Thanks to everyone for this news letter and have a great new year.

*Deke Holman*

**PAT HOUCK**—Eules, TX

Ted:

I regret to inform you, and the members, of the passing of Jackie, my wife of 57 years. We fought the Alzheimer's for many years, but she is now at peace, no longer burdened with this crippling disease. We are a very close family and have a great support system, so even though we miss her very much, we are all doing quite well. If you need to support a charity this year, I urge you to support the Alzheimer's Assoc. Thank you.

*Pat*

**LINDA AND PHIL JACH**—Hudson, Ohio

Hi All,

2006 has been a year full of major events for Linda and me. Of course it started with the loss of our pension, which was very hard to accept even with all of the warnings we had over the last two years. Next came increasing pain in my right hip, which eventually led to surgery on October 18th. After three days in the hospital, I came home with a new hip to slow but steady progress toward recovery. I should be "good as new" in six months according to the Doc.

We have number 5 grandchild expected to show up in May of next year. That means we have a six year old in kindergarten, a three year old in pre-school, and two one year olds, all of which are great fun to be around. Our daughter who is expecting just moved to Evergreen, Colorado from Seattle so that makes the trip to visit just a little shorter.

No big trips for us this year; maybe next year. We are still working on the house and the progress is slow but at least it is progress. My golf is still marginal but it is always fun to get out with the guys!

Thanks for all the hard work keeping the *RUPANEWS* an interesting newsletter. My check is in the mail!

*Linda and Phil*

**JOE KENNEY**—Denver, CO

Marcee and I are doing real well...for our ages.

I thought the Bowl Games were over—publicized...except for "Boise State".

We made it through another huge storm in Denver, a reminder of 1946, when United used Christmas trees to mark edges of the runways to keep operating.

Thanks for the *RUPANEWS* and the letters. Hello to all the good guys and wives. Have a great 2007!

Always,

*Joe* '45 - '82

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**STEVE LAURANCE**—Redmond, OR

Greetings Fellow Ruparians,

My annual postage check is in the mail. Just a bit more news this year. Barb & I took a long-awaited cruise to Alaska in May. Being a formerly thrifty (former pilot, still thrifty) pilot, we used Aero Marine. We saved about 50% and had a fine trip.

We also made trips to CLE & OKC to visit family & attend a wedding. We used SWA & found them to be satisfactory. The secret to getting an "A" ticket is early check-in. We had exit rows with more room than UAL coach offers.

The last bit of news is something I heard on FAC net recently. That's a newsgroup for former forward air controllers. Go to the SS website & research the part about extra earnings for time served in the military. They are processing my request now. It probably won't make up for the unequal part of the pension but every little bit helps.

We are in better health than we deserve & enjoying life in God's country.

Fraternally, *Steve*  
oldualer@win4co.com

**MARK LUND**—Carson City, NV

Hello Ted-

Another year rolled around- Not much new- Still playing some music and traveling with my girlfriend in the RV-

Last year we were in Victoria, BC and Algodones, Mexico- Fun Times.

Retirement is good-Happy to retire at age 60-They can do what they like now-

Thanks to all the good folks like yourself for all the hard work keeping this RUPA operation going- Many Thanks.

Check is in the mail, *Mark*

**CLARK E. LUTHER**—Hilton Head Island, SC

I noticed by the calendar that I will reach 82 in several days so I best write a short note and send along a few dollars for the RUPA Coffers. Hope this is the correct address.

2006 was rather uneventful in our lives except we did leave Florida and moved back to Hilton Head South Carolina. Since I am not playing golf anymore, we decided to move into a retirement community called "The Cypress". Many of our friends from our last sojourn in Hilton Head live here so it made getting resettled in this community a lot easier. So far we like it very much and we really don't have many homeowner duties to perform. One meal a day comes with the monthly dues and the food has been excellent. Neither my wife nor myself drive at night but the Club furnishes transportation to just about any place we want to go.

Our children live in Maui, Minneapolis and Phoenix and we try to see them each once a year, but traveling is not that easy anymore so we will go to Phoenix for Xmas. Our daughter from Minneapolis will fly there to spend the holiday with us, The daughter in Minneapolis is going to receive her RN on December 14 after working towards that goal for more than three years while working full time. Have to hand it to her for efforts.

Thanks to all of the RUPA members who make the Newsletter possible. After more than 20 years in retirement I don't know many of the names but it still is good to keep in touch.

Good luck to all of you and keep flying east.

Sincerely, *Clark*      116 Birdsong Way, E-107

**LEN MARTIN**—Fair Oaks Ranch, TX

Ted,

I am submitting this as a sort of public service announcement. I have had pretty good service recently by using passes on Southwest from our spot, SAT, is at the end of the United road. Although I have heard differently we have always had to submit an original letter from United for each set of passes, not a copy. They will only take cash or a personal check. The fee is \$25 per trip one way plus tax which usually works out to about \$37 total. For us that is less than the UA service charges because we generally have to use two or more legs for anyplace we go but especially to visit the grand kids in Florida. Be careful about the charges, since each station is pretty independent. I have been charged double on occasion and once I

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was not charged anything. The availability on Southwest out of SAT has been historically better than UA and they have bunches of flights so there are usually several alternate ways to get where you are going. They have a Standby listing number 866-359-7967 and they have been very friendly and helpful and I have never had to wait for more than a couple of rings. Bring a lunch.

Happy trails. *Len Martin*

A Martin Jr marylenz@earthlink.net

**RICHARD A. MC MAKIN**—Olmsted Township, OH  
Ted,

Regrets for the delay in re-subscribing, wish I could blame age, but laziness is the answer. Have joined George Bleyle at the Cuyahoga Valley & Scenic Railroad as a brakeman and conductor, and am back under Government Regulations for drinks and alcohol. The FRA this time.

I continue to oversee the Cle Crazies here with our monthly meetings and a larger get together in the middle of summer.

Your publication means a great deal to all of us and we appreciate the efforts of all of you folks.

Thanks, *Richard*

**CHUCK MELBOURN**—Jupiter, FL

Hi, I have been holding off writing, waiting on my prostate check-up. I visited with my doctor yesterday and my PSA was undetectable and my testosterone had returned to normal levels.

This all started about three years ago with a positive biopsy. I followed up with surgery at the Mayo Clinic in MN. A couple years after the surgery my PSA started to slowly creep upwards indicating the cancer was once again active. I then started with the hormone and radiation regimen at Sloan-Kettering Memorial Hospital in New York City. Right now it is nine months since I finished the 40 radiation treatments and as I mentioned so far so good.

Linda and I enjoy our winters in Florida with a couple trips each year to our joint over on Maui.

Best wishes to all for a happy, healthy New Year.

*Chuck* 800-990-6284

**FRANK J. MIHALIC**—Foster City, CA

Holiday Greetings

2006 was a good year until the last four months, then the wheels came off. First, I passed out, outside the house. The neighbors helped Lu get me back in the house. A little later I passed out again, and Lu figured that was it and took me to the emergency ward. After several hours nothing happened, and the doctor was going to send me home, when it happened again. Fortunately, the doctor was watching the monitor and watched the whole thing happen. That was it, in the hospital I went. Turns out, my heart stopped momentarily, and I needed a pacemaker to give my heart a little jolt when the heart didn't do it. I didn't know it but your heart gives itself a momentary small electric pulse each time to make the heart pump. No pulse no pump. The pace maker is about the size of a silver dollar. It is inserted just below the neck, and two wires are snaked down to the heart, and one wire is attached to each side of the heart. It's working fine now. Next Lu had a fistula in her lower intestine that several doctors couldn't find, and didn't know what was causing her problems. Finally found a doctor that found it and operated to remove it. GREAT! The next day she was infected with a Pericarditis (spelling) virus which inflames the lining around the heart and expands it and compresses the heart. Extremely painful. Unfortunately, no one did anything until the night nurse came on duty and said "We have to get you out of here and down to cardiology department." That night as I went to bed, thinking Lu's having chest pains, could be a heart attack. The next morning I went to her room, it was empty and the bed was made. I ran to the nurses station and said "What did you do with my wife?" Not where is my wife but what did you do with her? Needless to say I was in a panic. They told me she was sent to cardiology. After five days, the cardiologist said they couldn't do any more for her and it would take several days to gradually go away, so she decided to come home. Hope 2007 will be a much better year.

Happy New Year! *Frank & Lu*

checks in the mail

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## "SPLENDA NO CALORIE SWEETENER" IS A LIE

Artificial sweeteners are far sweeter than sugar and 316 times the price, and so Splenda® No Calorie Sweetener, and for that matter all of the powdered artificial sweeteners, are mixed with bulking agents like dextrose, sucrose, and maltodextrin to make the sweeteners more palatable, affordable, and easier to handle and bake with.

What the unsuspecting public doesn't realize though is that the bulking agents are another form of SUGAR.

So just what exactly are dextrose and maltodextrin? Well, you might be familiar with them under their more common names; dextrose is another term for glucose. This is the same as refined corn sugar and is the sugar that actually circulates in your blood: it's what is being measured when your blood sugar levels are checked. Maltodextrin is the scientific term for corn syrup solids composed primarily of fructose and glucose in a starch form.

I already covered the dangers of high-fructose corn syrup in chapter 1, including the fact that high-fructose corn syrup has played a very significant role in the obesity epidemic. Eating sugars like corn glucose and high-fructose corn syrup will raise your blood sugar. Chronically elevated blood sugars can lead to obesity and diabetes.

### **All Artificial Sweetener Packets Are at Least 96 Percent Sugar**

And Splenda is even WORSE—99 percent of Splenda® No Calorie Sweetener is sugar. It is only 1 percent sucralose. (*the patented chemical in Splenda-Ed*)

No one is dropping in pure sucralose into their coffee. They are pouring in packets that are 99 percent pure sugar.

However, despite the fact that Splenda No Calorie Sweetener is 99 percent refined and caloric sugar, the food labeling laws legally allow them to describe their product as being "sugar-free" if the serving size is less than 0.5 grams of sugar and "calorie-free" if the serving size is less than 5 calories. This is why on a bag of Splenda No Calorie Sweetener you will see that the serving sizes are tiny: 0.5 grams (1 tsp.) for the granular and 1 gram for the packets. A 1 gram packet contains 4 calories but because this is under the 5 calorie rule, the calories get written off.<sup>119</sup>

### **SPLENDA NO CALORIE SWEETENER IS A VERY EXPENSIVE SUGAR**

**Sugar costs \$0.35 per pound industrially, or about \$0.72 cents at the retail level. Despite the fact that Splenda No Calorie Sweetener is 99 percent sugar, a granulated bag of it costs \$16.50 per pound and a box of packets costs \$27.52 per pound! Splenda consumers are paying 23-38 times more for a bag that is 99 percent sugar because the advertising on the Splenda~No Calorie Sweetener products claims that it is "sugar-free."**

**From: *SWEET DECEPTION-***

***Why Splenda®, Nutrasweet®, and the FDA May Be Hazardous to Your Health***

**By Dr. Joseph Mercola and Dr. Kendra Degen Pearsall**

**119. FDA, "A Food Labeling Guide---Appendix A: Definitions of Nutrient Content Claims"  
<http://www.cfsan.fda.gov/~dms/flg-6a.html>.**

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**GEORGE AND JUNE NOLLY**—Celebration, FL

Ted -

Another year gone by. The check and change of address have been sent via snail mail - ahead of my February birthday.

At the beginning of 2006 I bit the bullet and accepted that the cavalry was not coming any time soon with respect to the pension, and I would need to get myself a real job. I couldn't find anything in the Denver area, so I accepted a job with FlightSafety in Orlando as a sim instructor/evaluator. It tore our hearts out to have to sell the house in Centennial. That makes the SECOND time we lost our home because of United. (Furlough was the first). The job at FSI is pretty much like the work I used to do at TK for about one-fourth the pay! FSI is an excellent company and actually CARES about its employees. It's a nice change.

We're living in an urban village called Celebration that Disney built near Orlando, and it's a real nice area. Prices in the area are outrageous, so we're going to be renters for a while. In the back of our mind is the hope that we can some day move back to Colorado.

I'm still working - slowly - on my Doctor of Business Administration degree. That pretty much takes up of my non-working time.

Hard to believe it's been 2 years since I last flew a real airplane.

Thanks for all the work you and the other volunteers perform.

*George and June*

701 Front Street  
Celebration, FL 34747

**DENIS O'MALLEY**—La Mesa, CA

Greetings to all; I enjoy hearing how you're doing, so keep on writing those letters. Turning 69 or so and still in the same house outside SAN since 1970, and think I'll stay. Could never imagine packing all the "stuff" I've accumulated, particularly all the palms, plants, and equipment that have grown over the years in the "unprofitable" nursery non-business that takes all my time. I had medical problems this year that I doubt many of us worry about, but can

pop-up when we least expect them. I put off having my gall bladder removed for years, but finally decided to do it rather than experience another "stone" episode. The "procedure" is simple and easy and "you really don't need that thing. Like an appendix, it's a left-over from some evolutionary pre-human form when we had gizzards and feathers." Right, and really good to know that. It went fine, until four days later, my body still upset, I guess, created some BIG clots in my legs, and let one loose to patch a hole it assumed was somewhere upstream in the veins. The MD had plugged all the holes (4 small ones), so the clot kept going until it stopped in the heart where the venous blood goes to the lungs for re-oxygenation (pulmonary arteries). It blocked both arteries and I experienced weakness and breathing that wasn't doing the trick. The feed-back to the surgeon went thru his "nurse practitioner" who minimized the symptoms and suggested I had "overdone it" somehow, and now it could take six weeks for recovery. After a couple of days, I knew I was in trouble and dragged-in to my personal MD, who after a couple of tests tried to put me in an ambulance direct to the hospital. I drove, and after a week looking out at Torrey Pines golf course at Scripps, La Jolla, lots of anti-clotting drugs, a filter installed (and removed after a month), an MRI, many sonar searches, and about 20 different doctors who came to wake me and log-in for their Medicare fees, I got quite an education, but they fixed me up. The moral of the story is "don't be surprised if there are complications" and even the best surgeons and medical staff aren't geared-up for, or even looking for, something quite normal like a clot. After I finally got off the drugs, I was fine. Now I know what's going on when I see the news about young professional athletes winding-up dead or in critical care from something like a knee surgery. I'm back doing all the work and playing with my machines again and I am in my third year co-moderating Retired United Pilots (RETUP) every other week. We pride ourselves in having the "hot scoop" on everything affecting retired pilots before anyone else. Join our Yahoo email group at: <http://groups.yahoo.com/group/Retup/> (Keep in touch, stay informed, with no spam-privacy well protected.)

Regards, *Denis* (dj.omalley@cox.net)

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**DENNIS OMUNDSON**—Biloxi, MS

The five years since retirement, one month after 9/11, have been interesting and very Challenging. Overall, it has been a good time in retirement, with several trips to Europe, China, and Mexico and the regular trips to visit Family in various states and the requisite golf at home.

However, a lot of this changed on August 29th of last year when hurricane Katrina decided to make landfall close by and take our house, possessions, car, boat and memorabilia that had been accumulating for a lifetime. About 27 feet of water came in and over the house. Basically, we lost everything, except what we had in our two rollaboards. We were in China when Katrina hit, watching our granddaughter compete in the World Inline Skating championships, so we had to watch the destruction on CNN. Coming home was traumatic. Seeing everything that you cherished, gone. We were homeless, no where to go and nothing to take with us anyway. Some friends put us up for a while, until finally we were able to get an apartment, 3 months later. But now it is just over a year later and we have rebuilt the house, started everything new and accumulating more stuff. It is just that you don't plan on completely rebuilding, and replacing everything at this time in your life. But we are both healthy and happy and thankful to be able to go on with our life and start over. We have had a lot of support from friends and family and for that we are grateful. You quickly learn what is important in life.

*Dennis and Inge Omundson*

**DON & PAT OWENS**—Twisp, WA

Hi Ted and Staff,

I haven't worn a watch since I retired, four years ago. Making schedule is no longer a part of life! So, my check's in the mail and it's only a month late.

Pat and I have 160 acres in the Methow Valley, which is in north central Washington – close to the Canadian border. On the “ranch” we have four horses, three cats, and a very energetic border collie. This ranch life is so much fun, we wonder why we didn't do it sooner.

Our little town is called Twisp, which is an Indian word meaning, “wasp.” It has a population of about 600. The Twisp Airport has 2800' of paved surface, which is just enough. We finished a new hangar this summer and now I'm building an airplane to go in it. I put in some time helping manage the airport.

Presently we have about two feet of snow on the ground. Some of the locals go south for the winter, but I can't quite understand why as we have some of the best cross-country skiing in the country and the downhill skiing is only 15 minutes away.

*Don & Pat Owens*

(Ted, I have a new email address:  
springcanyon@methow.com)

**GENE PAQUETTE**—Scottsdale, AZ

It's been a number of years since I last wrote an update for the *RUPANEWS*.

Life has been good for the wife and myself for the past few years. We continue to live in Arizona in spite of the heat. But we do get away by going up in the White Mountains during the hot months. The winters are wonderful!

I retired as a DC10 Capt in 1991; but continued to fly as a DC10 engineer until 1994. Three years as a S/O were enough, so I decided to test the waters of retirement. For about a year I had reoccurring dreams of being called out for a UAL flight, but some dire circumstance always prevented me from ever getting off the ground.

I continued to ski, rollerblade, bowl, play golf, hike and follow other physical pursuits until my body said enough about 4 years ago. Dealing in U.S. stamps for collectors filled my time from then on, but I was always on the alert looking for something more exciting.

In my searching I discovered Carlos Nikai, the Indian Flutist. His music has a beautiful, haunting sound that appealed to me. I visited a music store that sold Indian flutes to see what was available. Indian Flutes are mostly hand made - read expensive. I didn't want to sink big money into something that I might never learn or be able to play. So I asked what else was available; it was then that he showed me some Irish whistles that were similar but much more reasonably priced. I



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picked up a small "D" "Tin Whistle" along with a booklet of instructions on how to play it. This simple first step was my introduction to becoming a traditional Irish musician.

Within a month I discovered that there was an Irish Cultural Center in Phoenix where they offered lessons on all of the traditional Irish instruments including the Celtic or Irish Tin Whistle. The rest is history!

I took lessons for two and a half years learning a fair repertoire of traditional Irish tunes. Playing the whistle came fairly easy to me, perhaps due to my mother being Irish. After 3 years of practice, I got together with five Irish musicians to form a band called "Cork Road". We have played a number of very enjoyable gigs during the last year.

I also now play Irish music in at least two sessions a week at local Pubs; plus I play country music at a weekly Blue Grass session. The whole situation amazes me, as I would never have guessed in my wildest dreams that I would become a musician.

*Gene.* DCA, EWR, JFK, LGA, PIT, ORD, MNN, DEN, LAX. genep2@cox.net

### **JOHN & JOANN PINTER**—Vermilion, OH

Aloha,

Wow, I can't believe time has gotten away from me so fast! I'm way past due for this yearly report. We have been so busy trying to sell our house and move into a condo that the months just slip by. Of course we have played golf at least 2 to 3 times a week with friends or our couples group, which entails going out and eating afterward so it is a full day.

Our summer was taken up with trying to sell our house, my mother's condo and a boat. The boat and condo sold immediately but we still haven't sold our house yet. After a year with a realtor we decided to do it ourselves. We have been having open houses every weekend, which means keeping it perfectly clean. Of course papers get shoved into drawers etc., so after a while we can't find anything. We also bought a condo about 5 miles outside of town and have been slowly moving out STUFF into it. It's really a great way to move since we can settle a room at a time without a big mess of boxes scattered all around. The good news

is the condo is bigger than our house. We had to jump on it since we got it at a sheriff's sale. The condo and setting is so beautiful that it is taking the sting out of selling our house of 29 years and leaving the Lagoons. At least we are downsizing in expenses only and not space. (Everything fits) We finally made the complete move two weeks ago and are now at our new address. (42 Mariners Cove, Vermilion, Ohio 44089) Our phone number remains the same.

Last winter was GREAT! No health problem, not even a sniffle. We spent a full 6 months at our Florida condo in Tequesta and played golf and golfed and golfed. Even had time to boat with friends and spend Christmas at my cousin's in Orlando. JoAnn and I won the Sweetheart tournament at our club. Out of 40 couples we had the lowest net score. My game is so inconsistent that my handicap keeps moving up and down. However, it seemed that whenever it counted I played better than my handicap. I won enough money in the men's league and couples tournament that it paid for my golf last season. NO – I'm not a ringer and in fact I lost more than I won this summer! The only thing about the Sweetheart tournament is that the winners have to put it on the next year. So when JoAnn and I went out to play we both decided we didn't want to win but only have fun. We had so much fun that we both played better then ever and didn't even think about the score or our standing. What a surprise when they announced us as the winners.

At this point in our lives the only problem is the sale of our house. Homes are finally starting to move in our area so hopefully it will sell this fall. Once it does we will be able to live a comfortable retirement and enjoy our lives. Not to the extent we had hoped but fulfilling nonetheless. That is our hope and prayer for all of us.

*John & JoAnn Pinter*

### **CHUCK RANEY**—Amissville, VA

The month didn't go by but my birthday did, so I guess I should get busy. Jin and I took a little fly/cruise/fly trip- from IAD to ATL to RIO and around Cape Horn on the *Rotterdam* to Santiago and then home to IAD via ATL. The cruise part was great, the fly part, due to the oxygen

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machinery, a unit called the Inogen-1 was not great. It was adequate at sea level but in flight it was using 8000' to produce, so it was always behind. Coming back to IAD through ATL, I used bottles instead of the unit and it was much better.

The horrendous part of the whole trip was the passing through security in all the airports, but the worst was Atlanta. I was using a wheelchair and so passed up hundreds of people and felt terribly guilty.

I did not realize until this trip that Holland America had been bought by Carnival Cruise Lines as far back as 1989-Whatever, the *Rotterdam* is still a fine ship and the cruise part of the trip was great.

Thanks for all the great work putting together the *RUPANEWS* by all who do it.

*Chuck* 1956-1989 ORD-JFK-ORD

**DOUG RANKIN**—Woodland Hills, CA

I have to go back 17 years to where this annual letter starts. My Birthday is December 26th and since this time of the year is so busy I never took my United physical until January. So after retirement I did the same by not sending my RUPA check and letter in until January. That was until last year when I did not do it in January. After the first few months of 2005 the *RUPANEWS* stopped arriving. When I checked I found out I was not in the January 2006 RUPA address issue either. I wish they still had the dreaded "Stookey Letter" named for our past President Bill Stookey. If you goofed and forgot you got a "Stookey Letter" as a reminder. Anyway I got it straightened out and I am getting the *NEWS* and I was told I will be in the 2007 address issue.

Since there was no letter in 2005 I will mention two of that year's highlights. First was the Washington Convention in October where due to the tours we revisited some of the places that we went to when I was based in DCA in 1954 & 1955. However the big event of the year started November 6th when Marcene & I flew to London; while there we saw the Queen, after she welcomed the President of China, ride away in her Gilded Carriage. Then it was off to Barcelona, Spain on Easyjet. After a couple of days touring Barcelona we boarded the Royal Caribbean ship "Splendour of the Seas" for a

15 day cruise across the Atlantic. Stopping at Alicante and Malaga Spain, then thru the Straits of Gibraltar to Tenerife, in the Canary Islands. From there we were on the high seas with no land in sight until we reached Nassau in the Bahamas. Final destination was Galveston, Texas. The coming home on the Sunday after Thanksgiving from HOU - SFO- LAX is another story.

For 2006 we stayed close to home. Last January our friends Charlie and Pat Ryan from Capital & United Airlines days were in town and we met them at the Ronald Reagan Presidential Library in Simi Valley, CA which is about 20 miles from our house. I recommend the tour which includes going through the Boeing 707 which served for a time as Air Force One. The aircraft is housed in a large building with glass windows at one end that looks out over the valley.

I am still flying my 1956 Cessna 182. My old GPS gave up so got a new Garmin color GPS with many more functions and I am still learning how to use it.

To round out the year, in September our 22 year old Granddaughter announced that she was going to make us Great-grandparents next May. Then on November 11th her husband, who is a 1st Lt in the USMC left for duty in Iraq.

I see that once again many are ending with where they were based and the years. I like the idea, because as the years go by there are many names that one does not know. So I will add mine to the list.

*Doug* YIP-DCA-MSP-YIP-LAX 53-90

**ED RIPPER**—Southport, NC

Hi Ted and Fellow Retirees,

Since tomorrow marks the completion of my 66th trip around the Sun, I thought it best to write this today, before I forget all about doing it.

First of all, Ted, thank you and all of the folks who work so hard to make *RUPANEWS* possible. It's a great way to keep up with old comrades from the "good days" at UAL, and I even enjoy reading the letters from people that I don't know. Pilots are indeed a very diverse and interesting group. I wouldn't want to be associated with any other. I just wish that I could feel the same about my former employer.

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I've also enjoyed all the lively discussions and articles that come my way on the Yahoo RETUP forum. In fact, those are about the only emails that make it through the spam filter anymore. I'm encouraged that some of the contributors think that we may have a chance to reverse some of our financial losses through the legislative process with the new congress. It sounds like a very long shot but I'm doing my best to remain optimistic about it. Just hope the "fat lady" hasn't sung her final verse.

The beginning of 2006 started with Bekki and I finalizing our goal of downsizing. We sold the big house on the golf course in the gated community and moved into a small new house in a small new subdivision about 2 miles from the beach. Since the market here was still hot, managed to sell two other investment parcels at a nice profit also. That enabled me to pursue a longtime dream of RV'ing, so bought a new 36' Fifth-wheel trailer and tow truck and have spent 4 months on the road seeing this great country from ground level instead of from FL310 and above. Left the rig and truck parked in Casa Grande, AZ and flew home for the holidays and to get our grandchildren fix. Will rejoin the rig sometime after first of the year and continue to explore the west. Have a son living in Gardnerville, NV, so am looking forward to spending some time with him.

Check is in the mail to Jim. The best to everyone in 2007.

*Ed* eripper@ec.rr.com

1967-2001; ORD, SFO, LGA, EWR, CLE, DEN, LAX, DCA, ORD, DCA.

**RANDY RYAN**—Tucson, AZ

Ted, here's the annual letter. Thanks for all the work you do for us. The luncheon report is a separate email. The check is in the mail. *Randy*

What a year! It is fair to say that we traveled a lot. After Randy completed another tax season working for H&R Block, we drove our motor home from Tucson to Virginia and flew to Florida (on real tickets) to take a 60 day Holland America cruise to

South America and up the Amazon to Manaus then back to Florida. Then our ship crossed the Atlantic to Africa, north to Europe and to the northernmost point of Norway before returning southward to Amsterdam. Since 60 days wasn't long enough for us, we spent five more days on a house boat in Amsterdam and were joined by Greg and Yolanda (our son and his wife) for a few of those days. Then it was back to Virginia to pick up the motor home, and a drive to Nova Scotia.

The return to Tucson included stops at Fallingwater, the Frank Lloyd Wright house in Pennsylvania; then the Corvette museum and factory in Kentucky; up to Chicago to visit friends; south to Santa Fe, New Mexico, for several days and; finally, back to Tucson. Whew!

After about a week of rest it was south to Costa Rica for a week in a beach-side house with three other couples. Three wonderful meals a day were prepared for us by a Costa Rican cook plus we had a housekeeper who took care of the cleaning, laundry, bed making, etc. We quickly learned to love that life.

We were also lucky enough to visit and be visited by good friends throughout the year, although there are several friends whose visits are long overdue. If you fall into this category, come on down! The guest room is available (usually) and the weather is great.

Kathy and Ken continue to live in California and both are healthy and happy with the work they have done on their house. Greg and Yolanda have just built a new house here in Tucson and moved here in mid-December.

Pam continues to enjoy being a Docent at the Arizona Sonora Desert Museum and is there every Sunday. Other days she does volunteer work for (pick one) the Tucson Botanical Gardens, the American Red Cross, or Arizona Game and Fish. Randy continues to do some mediating when not playing tennis, golf, or bridge when not working for H&R Block.

Thanks to all who work so hard to put this great publication together. You do a great job!

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*Ed. Note: As offered, this is another point of view regarding the article "Healing America: The Free Market Instead of Government Health Care" A speech given by Jane M. Orient, M.D.*

**From:** Joseph Stans  
**To:** Cleve Spring  
**Sent:** Friday, December 08, 2006 2:02 PM  
**Subject:** November RUPANEWS

Cleve,

The article by Jane M. Orient, M.D. was, uh, interesting if a bit slanted. I'm willing to bet that Jane has some real issues with authority of any kind in addition to being a supporter of conspiracy theories ranging from aliens taking the form of tampons to the "grassy knoll". The impression I got is that if I were sitting across the dinner table having that discussion I would be covered with little foamy flecks of spittle as her marginally rational tirade accelerated to stroke proportions.

She moves from decrying the current corporate run health care system to reminding us that health care is our own personal responsibility which can be managed by exercise, good diet and, probably, donations to a religious group. So I guess if that grand piano falls on you crushing your legs, a good jog or a healthy salad will fix you right up. Besides, we should put some money aside, say investing in corporations, to cover the really serious stuff like flu shots and spotted fever.

The "facts" presented are a mish-mash of truths and half truths couched in the typical whine of representatives from conservative think tanks. Like most conservatives she manages to present false choices and false analogies as either-or options when in fact there are multiple options between.

As to the Medicare IOU's, let us not forget the SS IOU's as well as the trillions of dollars in government bonds that are also IOU's. Oh, and our fiat money which is basically a negotiable marker on the reputation of the USA. In fact, I'll bet she would take any of those IOU's for an office visit rather than say a nice brace of hens.

Within all her ranting she offers no alternative for a system of shared risk for catastrophic medical problems. If we give our money to the insurance companies we are fools, if we give our money to the government we are fools and if we give our money to a bank to hold as a 401K or a CD we are fools. The fact is if you prepare for sickness someone other than you will be using your money until you get sick and if you don't get sick you children may be able to buy a nice beach home. The alternative is to bury it all in your back yard inside a coffee tin and confide the location to one of your honest conservative (potential oxymoron) friends to use when the rabid squirrel bites.

I don't know where she practices medicine but a hospital that demands a DNR order at the bedside should not be on her list of places to do business – unless of course SHE failed to cover that base before she admitted her patient. The serious implications to "universal healthcare" she refers to might just be the effects it will have on the weekly detailing of her Mercedes. (By the way, she doesn't pay for medical care – other doctors treat her for free and her hospital(s) give a steep discount – no \$20 box of facial tissues for Miss Jane.)

But not to worry; When UAL merges or is sucked up by someone, our current health care will go south and we will all have the opportunity to suck it up and start being responsible for our own health care. This will have the added benefit of reducing the out-flow of cash from the PBGC for pensions no longer collected. Come to think of it, she may have a point: it is our patriotic duty to boot-strap ourselves on medical matters and if you can't afford that triple bypass, tough shit. It can't be the societies fault you didn't have three-quarters of a million dollars in your health care fund.

Pardon me if this sounds a bit sarcastic but I resent the hell out of some tight-ass analog of Katherine Harris telling me that if we each just accepted responsibility for ourselves we would be OK. It seems that 40 some odd years ago I DID accept responsibility by getting a job and working hard and fulfilling all the normal obligations to insure my security and, gosh, guess what, some of her dismal dick-head cronies found a way to take most of it that away. So Miss Doctor Jane can blow her economic bullshit out her stern tube.

Cheers! *Joe Stans*

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**JERRY SAUL**—Morgan Hill, CA

Good afternoon

At least it is afternoon here in Morgan Hill, CA. as I sit at the computer looking out my front window at a couple of bucks browsing in my front yard. One a six pointer and the other a spike horn, and neither of a size to waste a shot at. Not that I would shoot them anyway. I am saving my 30 cal. ammo in case the muslims decide to be overt instead of cowardly.

The last couple of years, I have been lucky enough to fly a beautifully crafted Starduster Two that a retired United welder and his son completed about 2 years ago. The son has no license, and the father lost his medical quite some time ago. They are so happy to have me fly their plane, and, of course, take them up whenever they want to go, that they are willing to buy all the fuel.

Unfortunately, I had a mild heart attack last August 10th, and lost my medical. Those of you who have been through this know that the FAA will not even talk to you about renewing for 6 months. I went through this process in 1995 when I had a quadruple bypass operation. I got my medical back then, and I will get it back again, as soon as I am eligible. I had five stents emplaced this time, so there may be different requirements, but I will persist.

Was thinking about Harry Borton just recently. Harry had a Culver Cadet that was his pride and joy. He used to fly it to Morgan Hill airport and we would trade planes for an hour or so. I would fly his Culver and he would fly my cub. One day as I was taxiing his Culver for takeoff, I hit the brakes to avoid going through a large puddle of water too fast. Those of you familiar with the Culver can readily guess what happened next. The tail came way up, and I got both prop blades, and when the tail came back down the crystallized tail wheel spring broke, and there I sat having broken Harry's airplane at both ends. If you have ever damaged anything that someone else held dear, you know how I felt. Harry, God bless him, forgave me, and between us we fixed his Culver, but after he flew it home he never brought it back. I guess I can't blame him. I had hurt his baby. Thank God, it is the only airplane that I have ever damaged.

Thanks to all who make our communications possible.

*Jerry Saul*

**LEON SCARBROUGH**

For my family, relatives, and friends...

The past 6-8 months, I have been having some problems with my shoulders, esp. when I sleep. More so, on the right than the left, but both.

So, being one that goes to the doctor when something does not seem right with my body, I went to the local orthopedic doctor. After one misdiagnosis, and two weeks of wasted therapy, and then another incorrect diagnosis, and all she was wanting to do was to give me pills and a shot. I almost got talked into the shot.

After some consideration, I talked with our friend Charles Nelson, who has been seeing Dr David Lowenberg at California Pacific Medical Center for 14 years. Prior to Charles moving to the bay area, he called upon a friend at John Hopkins and asked for a recommendation, and as you might expect, got the best available. Dr L is the department head.

So off I go to see the good doctor. He surprised me by not saying anything bad about the local doc, and said if something was not done, my shoulder would eventually freeze up. Not a good prospect. He gave me a shot and a prescription, and the shoulder (right) felt better by the time I left his office.

But in the two weeks he gave me to see improvement, it did not happen. So the next step was an MRI. I asked if he wanted it done locally, and he said "not in the sticks." So off to the city again for the MRI. The MRI showed bone spurs, and with that, we scheduled the 18th of Jan for the surgery. Two days later I am here typing, but don't ask me to go to the vineyard and prune-yet.

After the surgery, Doctor L came into the waiting room and told Vicky that he had thought the surgery would be a cure all, but it turned out to be a band aid. The bone spurs were larger than the MRI suggested, and the shoulder was full of arthritis. When Vicky told me this, I asked her what arthritis looked like, and she nor I have a clue. Doctor L also said that I would need a shoulder replacement some time down the line. Does a knee or hip sound easier?

I return to see the good Doctor on the 30th, and after that I am expected to go to Phoenix to help Miss Vicky celebrate # 60. Me, I would just as soon go to Honolulu. But better Phoenix in Jan than July.

Stay tuned. *Leon*

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**BERNIE SCHWARTZMAN**—Winchester, VA

Ted, The check is NOT in the mail.....because I sent it a month early. How's that for promptness? The year has flown by pretty rapidly. Everyone is fine, now, for a while. I had knee surgery in February for a torn medial meniscus. Surgery on Friday, workout on Monday and golf by the end of the month. Now I have to contend with the other knee.

In March, we drove to Daytona for Bonnie's dad's 90<sup>th</sup> birthday. Andy and Steve joined us. In April we hosted a Rotary Group Study Exchange team leader for a week. He was from Panama and his team were young business people. They visited our district and gained many insights into U.S. business practices and local customs. We made many new friends and the hosts were invited to Carnival 2008. We are planning to attend.

The end of April saw us traveling to Pensacola for the first reunion on my old Navy Squadron, AEWBARRONPAC. This was the first since 1964 when the squadron was disbanded. We flew EC121s on the Pacific barrier.

Fishing this year was disappointing, both at Smith Mountain Lake for strippers, in May, and at Yakutat for salmon in September. I hope next year is better. Hunting was better. I bagged a nice buck on opening day in West Virginia. The freezer is now full.

We also spent a week in Williamsburg at our time share, relaxing and playing a little golf. The food was great and we explored Colonial Williamsburg.

Bonnie and I celebrated our 40<sup>th</sup> anniversary this year and renewed our vows to each other for another 40. All told we are enjoying retirement and are looking forward to another good year in 2007, and that includes the RUPA convention in Seattle. RUPA is doing a great job of keeping everyone in touch with each other and of the latest UAL news. Thanks.

*Bernie*

**RICH & ANN SELPH**—San Francisco, CA

Where does the year go? Ann and I gave away our younger daughter in marriage to a man we respect and admire (can a dad ask for anything more?). We welcomed our first grandchild, a 10'2" brute of a

son by our older boy and his wife. And we enjoy three of our four kids living here in San Francisco. Number four is even hinting he may abandon London for the Bay Area.

Racing our Catalina 36 on the Bay against much younger and better sailors, we placed reasonably well in the series, more because we showed up each week than because we were adept.

We still ski the first and last months of the season in Colorado, though I need fancy pulley gadgets (CADS) for the worn out knees.

A Pan Am Reunion in Victoria in June provided the occasion to exercise the big Goldwing up and down the coast.

Just so you don't lose touch with S.F., I'd like to pass along the fact that Stanford offers an "Impulse Control Disorder Clinic" and that progressive pre-schools here now refer to kids as 'gender-fluid' and parents as 'gender-variant'.

Still read *RUPANEWS* cover to cover in search of amusement and retirement ideas. Thanks to you all who make it possible.

*Rich & Ann Selph*, SFOFO, Rich@selph.com

**JACQUE M. SEXTON**—Redwood City, CA

Dear Ted and all Ruparians,

It's been a long time since my last letter and I feel I should give some input in spite of my tardy embarrassment. Wished that I could report something of positive value. Since the loss of my youngest son, way back in 1994, and then the loss of my good wife due to that horrible disease, ALS, I sort of lost a lot of fight. I have been on O2, 24/7 now for the last 10 years. I successfully got myself on the transplant list for a new lung, but Bush's failure to fund the department because of need to fund Part D, my listing evaporated. By the way if anyone of you are wondering about the "VEST" which is sometimes prescribed is of any value, don't wait. I finally just happened to ask my pulmonary Doc. about it and it really works wonders. I am very glad I have it. Medicare and BC/BS cover the 16,000 (K), if you insist.

I really feel angry and hurt when I have to answer

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the question about who I worked for and who was my union. Sort of makes me feel dreadfully ashamed. Do any of you feel that way? How almost 100% of pilots stuck together in 1985 and now just a few years later there is no solidarity at all and it even seems that some groups are even poontanging their fellow brothers. Did some (as the golden goose group) or other element (as the anti-age 60 group) cause it? What happened??

Thanks for letting me ramble on, but I sure don't know the politics. Thanks for all of you who contribute work getting this publication in the mail. Thanks for everything that was good.

Good Luck and Good Health for all.

*Jacque Sexton* SFO

**CHUCK AND NANCY SIEBERT**—Frisco, TX

Ted:

Please extend my thanks to the many volunteers working to make the *RUPANEWS* a reality. I look forward to each and every issue.

First year of retirement spent catching my breath and attending to family matters. Nancy and I intend to make year two more fun and more leisurely at the same time.

Tailwinds and pretty sunsets to all.

*Chuck and Nancy*

**RUTH & DAVE STEARNS**—Greenwood Village, CO

Ted,

A few changes for us and they seem to be working OK. We sold "The Place" near Steamboat Springs. I wish all my investments had done as well. The memories we have, of shared times with friends, is worth more than any monetary gain. We have observed that some properties in the mountains need a bit more work than they are getting as the owners age. We tried not to do that.

Both of us enjoy relatively good health. Our children and grandchildren live close enough for frequent visits. Jacob, is the exception and he is a Marine. He recently finished Scout Sniper school with the second highest score ever recorded. He

will return to Iraq after Christmas.

Ruth and I have done a bit of exploring Colorado in a small Motor Home. We don't feel too bad about the price of gas as the VP could use a better grade of shot gun shells. The Devil made me say that. We also went back east and visited Fran & Bill Atkins near Gettysburg then on to Vienna VA to see Tom Coffee and some of his family and while there, we visited with Al & Barbra Buff. Al is fighting a tough battle with Parkinson disease. Tom is a good guide and we visited the museum at IAD and also the NRA museum in Vienna. We had some tea before dinner. Tom and I were in the same new hire class. DC-3s. We went to the Marine Base at Quantico VA. And saw our Grand son Jacob. Returned to the village and braced ourselves for the onslaught of Politicians.

I do see Jean and Dale Fell once in a while. Both are good.

Thanks to all the workers at *RUPANEWS*. You have done an outstanding job with this bunch of renegades.

*Ruth & Dave*

**MARY L. STONER**—Siloam Springs, AR

Dear Ted,

Since a picture is worth a thousand words, I submit this picture of the "United Airlines Board of Directors", my husband, Capt. Bill Stoner, 1945—1980, pasted on his bulletin board, in 1980.

He was right on target, as usual.

Check in the mail to Jim.

Fondly,

*Mary Lou Stoner*

19836 Pine Ridge Village, 72761-5300

*Right here should be a picture of a postcard, showing four Jackasses in the shade of a shed, all looking at the camera. It is titled "Board of Directors", and also UNITED AIRLINES, 1980. Unfortunately, it's file was too large to send. I hope you "get" the picture. Sorry, --Ed.*

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**BILL STOOKEY**—Hayden Lake, Idaho

Hello RUPArians,

At this time of the year and of our lives, we're especially thankful for good health and many blessings.

We live in the beautiful panhandle of Idaho, Hayden Lake, which is 8 miles north of Coeur d'Alene. This is a Winter Wonderland when the snow covers the pine trees and ice covers the lakes where hardy men and boys, and women and girls sit in the cold wind and fish. Since we live on Avondale Lake this is the scene we enjoy as we approach Christmas. Because of this setting we are building a new house next door. We hope we survive the effort!

We recently returned from a trip to New York where we were invited to a 50 year anniversary celebration of Don Larsen's pitching a Perfect Game on October 8, 1956, in the 5th game of the World Series between the New York Yankees and the Brooklyn Dodgers. The score was Yankees 2 and the Dodgers 0. It was an exciting party with many of Baseball's Greats, including Yogi Berra and Bob Feller were in attendance.

If you live long enough and are blessed with a family, it seems to grow in numbers, whether you have anything to do with it or not. We have run out of fingers and toes to keep count, but happy to say they are all doing well.

We hope you are all well and happy at this time as we celebrate the birth of Jesus. Merry Christmas and Happy New Year.

**JOEL STRATTON**—Burns Lake, B.C. Canada

Ted: Annual letter – My health is not too good. My diabetes now requires insulin shots 3 times a day.

In 2000 I was diagnosed with COPD (Chronic Obstructive Pulmonary Disease). I am now hooked to an oxygen hose 24/7. I can get out of the house to go to town using a portable oxygen bottle. Health care occupies most of my time; I still live in my house on Francois Lake. Wife June has to do all of the work.

My greetings to all the staff at *RUPANEWS* and to those pilots still living that I knew.

Until next year, *Joel*

**SID TIEMANN**—Dundee, IL

Hi all, Thanks to all the *RUPANEWS* staff for their good work.

It's time to say "Hello" again,—already! The earth seems to orbit the sun a little faster each year ; - my 75th birthday is just slipping in mostly unnoticed. I was surprised to hear at our annual luncheon at the Museum of Science and Industry that I had been helping man the exhibit for ten years. I would have thought much less; perhaps there are two us there with the same name. Anyhow... thanks to everyone for being such good company all these years.

I've spent a large part of the past two years commuting (like flying a schedule with very long layovers) to San Jose to help my brother care for our mother. Mom passed away in April, mentally alert and with her cheer and humor to the end.

This durable lady was born (Sept 1903) before the Wright brothers flew at Kitty Hawk and so had lived through all of the time of powered flight. She enjoyed air travel. She is greatly missed.

We have had good luck and very few delays with our pass travel on UAL. Our companion travelers did as well, although we held our breath a few times during the ski season.

I have not traveled overseas since I last wrote to RUPA but Louise did make it to Australia touring with the Elgin Choral Union (she is now the senior member and working on their history) and to Alaska on a cruise with her family. We were able to make several trips together for skiing and to visit family and friends.

We continue to enjoy good health; we ski, bicycle, she sings, I fence.

I look forward to the RUPA luncheons.

Regards to all, *Sid*

tiemansidney@sbcglobal.net

**BILL TREICHEL**—Green Valley, AZ

Hi all,

Just retired from my second career; collecting species for museums.

I have spent the last ten years hunting all around the world including sixteen African safaris.

If anyone owes me money, I can be reached at 520-777-7733.

If I owe you money wait until you hear from me.

Life is good.

*Bill* 58-95 YIP-Den-Lax



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## TO ALL THE PILOTS AND TAXPAYERS:

*You might be interested to hear what your money is buying as the replacement for the F-15, F-16, and F-117. This from a fellow hun jock in the SSS. His friend is testing the 22S...*

"OK - my first chance to let the F-22 loose on takeoff. I was the last IOT&E pilot at Edwards and it was only a few months before I was to move to Langley. The test folks were nice enough to still let me fly there occasionally, and they had a perfect mission for me. It was a single ship, no test support (control room) required, and I had my own tanker. All I had to do was takeoff and fly around for 2 hours collecting data from the MLD's (missile launch detectors). In other words it was a free sortie with a lot of gas available and I had the airspace to myself since it didn't matter what I did during the sortie, in fact more maneuvering was better to get data.

Having never had a chance to really see what the jet would be like on takeoff, and since I had a tanker to keep me full of gas, I decided to do a max performance takeoff and let it go straight up to see what it would do.

Edwards has that 15,000 foot runway, and an unlimited ceiling since it sits in a restricted airspace. So on taxi I asked for a max climb out to 25,000 feet, the controller said, 29,000? I said, sure that'll work. I really had no idea what I'd end up with and with my Eagle time I figured I'd be lucky to get to 29,000. So I let it go to about 570 or so which was prior to the end of the runway and started a pull, not too much g, maybe 4 or 5, and went to 90 degrees nose high. I wasn't really paying attention to the airspeed or altitude because I was really enjoying the view and the ride, it was amazing. I started to feel a little buffet and looked inside to see what the deal was, expecting that I was starting to slow down to the point where I was getting the same kind of buffet you feel as the jet slows down and a little alpha starts to build on the wings, that's how it goes in an Eagle too. Well, there's also a little buffet in the Raptor when your about to go supersonic, and to my surprise, and I started laughing, the jet was at .99 mach and trying it's best to punch through to supersonic flight, straight up, passing about 18 or 19 thousand feet or so, it began a slow deceleration as I stared in awe at the HUD mach indication and at .94 mach I realized I was at 25,000 and was going to blast way through my altitude, so I rolled and started a 4 to 5 g pull to level out, which of course didn't work and I leveled at about 31,500 feet at about 330knots

(don't know why those numbers stick in my head but they do). Now for you pilots out there, you know when you pull g, especially at higher altitudes and heavy weight, it's a fairly energy depleting event.

So go figure, I'm FULLY loaded with fuel at takeoff, ALL of the weapons bays were loaded, so I am in my combat configuration, in a regular line jet, no tweaks, no special modifications, no weight taken out (as in the Streak Eagle or Mig 25 flights, etc.), nothing, just a line jet any old pilot could step to and fly. So I talked to the engineers and with some quick math they guessed I could have topped out in the low 60 thousand numbers. That wasn't flying a special profile like other jets have either (Rutowski profile - misspelled?), it was just a pull to the nose straight up. This...jet...is...a...monster!!"

*Marc*

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**JOE UDOVCH**—Laguna Hills, CA

Well another year has passed, and birthdays seem to be coming at a faster pace these days. Number seventy is rolling by this time for me. Wow! I've hardly had the chance to fit in everything I want to do.

Some things I would rather have not fit in, though. For instance, I had my turn in the barrel with prostate problems. There are those of us who have, and those of us who will, come to grips with one or another of the problems in this area. Mine was a transurethral resection of the prostate, a sort of reaming out of "excess material". Minimally invasive, and relatively short recovery period, with no further complications, have given me a sense of relief that I'm "cured", at least for the time being.

At the beginning of the year, my youngest daughter, Carynn, moved in with me, when her mother moved out of the area. Carynn is a Down Syndrome retarded citizen, and by staying with me, she is able to continue taking advantage of the wonderful workshop employment and adult education programs she has benefited from for so many years.

She's an adult and behaves as such for the most part, but like any youngster, she needs the strong hand and strong will of a doting parent from time to time.

I received my first Pension Newsletter from the PBGC the other day, and although it was informative, it dismays me that our whole pension situation is considered a *fait accompli*, even though all the legal remedies have not run their course as yet. I still participate with URBPBA and continue to be hopeful that some better resolution may eventually ensue.

Still doing all the healthy things I always have: walking, bicycling, swimming, and skiing, although at a somewhat reduced pace. Hey! Cut me a break! We've all reached that "slow-down" time in our lives.

Also, I really enjoy the monthly luncheon get-togethers with our RUPA group, here in Orange County, when we meet at the Dana Point Marina. A fine group of guys, and the camaraderie shared, uplifts us and keeps us sane, as well as allowing us to remain in the loop about all things United.

Until next year.... Cheers

**STEVE WILKEY**—Gulf Breeze, FL

While it may seem like we fell off the face of the earth; it was only the face of Florida. After Hurricane Ivan devastated the town of Gulf Breeze, we packed up the 4 ½ year old twins and set sail on the "Anna Marie", a 36' Pearson. It was a dream realized for me, the experience of a lifetime for Jake and Eddie, and a tribute to the world's greatest sport of a wife and mother, Annie. We lasted 8 months out of the year we planned, took refuge from more hurricanes than anticipated, became intimately acquainted with the waters of, through, and surrounding Florida, and ended it when we realized how long it takes the Coast Guard to reach us in an emergency when we had one. These sons #4 and #5 are as much a blast to raise as the first 3; but I didn't get to enjoy the first batch like I am these two. Thanks to Annie, they are bright, beautiful, healthy children.

We bought a townhouse in Sun City Tampa—it seemed cheaper than storage for all our stuff while we were sailing. Annie fell in love with it and wants to retire there when the boys are off to college. For now, we are back in Gulf Breeze.

As I approach 74, I stay as far away from the medical profession as possible. When I do go, they ask what medications I'm taking and I shock them with: "None"! Couple of malignant melanoma skin cancers have got my attention, but other than that, I feel as young as Annie and the boys look. If you count my ex and the pension board, at first sight it looks like I didn't exactly retire with the pot of gold; but when I add up the important stuff, I am a very rich man. I'll close with the verse Annie wrote for our Christmas card this year:

Land Ho! Hurricanes? No.

Building again although we said NEVER

Believing in Santa Claus FOREVER AND EVER.

Happy, Healthy and Prosperous 2007!

*Steve*

850-934-3927, [wearesaleing@hotmail.com](mailto:wearesaleing@hotmail.com)

*There were sailing photos to go here, but when putting the issue together, they were gone. Sorry,-- Ed.*

**JAMES F. WILSON**—Clearwater, FL

Hello everyone who remembers me. I just celebrated the 85th and, unlike past years, I can't report good health. Doctors found 95% blockage in a couple of coronary arteries after I started getting too tired to finish my stints cooking at the soup kitchen. That led to a double bypass in Feb. with a good recovery. Then about 3 months later I began feeling tired and losing weight. finally down to 145 #, Now I am suddenly feeling good and getting back to the gym again. No explanations, but I will take it. Naturally I am getting myriad tests to see what is going on.

Betty is doing well. Still has problems with walking after her two hip replacements, but otherwise feeling ok. The 30 grandkids are thriving, going off to colleges and everyone manages to get together a couple of times a year.

Thanks to all of you who help get out the newsletter. I still sit down and read it cover to cover when it arrives to see what my old colleagues have been up to. Best wishes to all for 2007. Check to Jim Olson. Aloha, *Jim.*, 2712 Sedgefield Ct. E., 33761.

**JAMES W. WRIGHT**—East Brunswick, NJ

This January I reached the big 85. Healthwise we have not had a good year. I have macular degeneration and can't drive anymore. Millie has bronchitis and is on oxygen at night. She also has an abdominal aneurism.

We had a poor sailing season due to weather and other things. I am grateful for the career I had and want to thank the many people that made it possible.

I also want to thank those who keep the RUPANEWS coming and Doug Wilsman for keeping us informed on the PBGC info.

Checks for dues and Pilots Foundation are in the mail.

*Jim* DCA, EWR, JFK 51/85

## ***IN MEMORIAM***

**PETE ASCHKAR**

Dear Friends,

I'm sad to report the death of long-time friend and fellow UA pilot, Pete Aschkar. After struggling with cancer for 18 months, Pete succumbed last Monday morning, 12/11. A private service was held today in Seattle, WA. I have fond memories of flying, skiing, socializing and vacationing with Pete since 1973. Please keep Gail Hardt, Pete's wife

(and active UA flight attendant) in your thoughts and prayers.

*Lan*

**MRS. JESSIE CARMICHAEL**

With sadness, I report that Mrs. Jessie Carmichael died this week at the Countryside Sunrise Assisted Living Facility in Sterling, Virginia. Mrs. Carmichael, 96, was the widow of Capt. James (Slim) Carmichael, pilot for Pennsylvania Central Airlines and President of Capital Airlines.

Condolences for the family may be sent to Mrs. Joan Carmichael Foote (current member of RUPA) at:

974 NW 11th Street  
Boynton Beach FL 33426-2982

Fraternally,  
*E.K. Williams*

**BAMA DAVID CHAMAS**

Captain B. D. Chamas, 72, retired United Airlines, passed away Sunday, July 9, at his home in Mesquite, Nevada.

Dave was born December 28, 1933 in Hobbs, New Mexico to Anthony and Olivia Chamas, and was raised in Artesia, New Mexico. After attending the University of New Mexico, he entered the Navy Flight Program, receiving his wings in 1956. He was proud to be a United States Marine pilot.

In 1960 he met and married Nancy LaTorra at Camp Pendleton, California. They moved to Colorado where they raised two children, Anna Lee

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of Denver, Colorado and Michael David of Eagle, Colorado. The family lived on a small farm near Hygiene, Colorado while Dave flew for United Airlines in Denver. He was an avid outdoorsman and shared his love of hunting, fishing, camping and skiing with his family.

After retiring, Dave and Nancy moved to La Quinta, California where golf became an everyday pleasure for him. In 2001 Dave and Nancy moved to Mesquite, Nevada where he enjoyed golfing and ATV trips with his friends.

Dave has slipped the surly bonds of earth...put out his hand and touched the face of God.

### **CARL M. DE LEEUW**

Carl M. DeLeeuw passed away January 13, 2007. He is survived by his wife, Denise, daughter Jeri-Anne Nelson, son-in-law Steven Nelson, sister Carma Robertson and grandsons Robert Carl Craig and Jonathon Carl Craig.

He joined United October 3, 1945 after having served 3 1/2 years in the Army Air Corps in the China-Burma-India Theatre of Operations. In addition to the years of flying the "good days", domestic and Hawaii, finishing in the DC10, he was active in many things. He continued with the CBI-Veterans Association becoming National Commander 1987-1988 and was a long time member of the 7th Bomb Group Historical Society. He enjoyed United and felt he had the best of the flying years and the friends he made were special. He is a long time resident of Palos Verdes Estates and known and loved by many. He had not had any pain and less than a day in ICU and quietly went to sleep. There will be a family memorial in his beloved mountains near Park City, Utah, in the early summer.

### **STEVEN L. DUNNICLIFF**

It is with a heavy heart that I write to you of the loss of Steven L. Dunncliff on November 8, 2006. He died after a lengthy struggle with cancer that he fought with courage and determination. His passing was peaceful and at home with all his family around him. Steve was active in ALPA during the 1985 unpleasantness and later in safety. He could be counted on for his honesty and

integrity. These qualities along with his flying skill made him a top-notch captain and fun to be around.

Steve was an Army pilot in Vietnam prior to being hired by United. We were new-hires together in December 1969 and furloughed for 7 1/2 years in June 1970. Steve kept track of the important things and kept me up to date. He was there when I needed a friend to talk to, or needed counsel. He loved a good joke and just listening to his belly laugh was enough even when I missed the punch line. He was a great pilot, a responsible citizen, a patriot, a loving family man and I counted him as a friend and will miss him.

*Fred Wetzel*

### **Mission Accomplished!**

Ted,

On behalf of my Mom and our entire family, I wanted to give an enormous thank you to all of the good people who supplied information identifying the flight crew members in the picture published in *RUPANEWS*, especially Bob Kelly for the comprehensive information he provided. Although I do not know the correct spelling of her name, the woman's name is Joanne Notcky, and the man with the camera is RUPA member Paul Hubbert. Paul did in fact have the tape, and has sent us the footage. Especially with my Dad's recent passing, it is absolutely priceless for our family to have footage of such a momentous day. I also wanted to thank Paul again, first for doing such a great job filming during the flight, and second for taking the time to dig out the tape and send it to us.

*Steve Dunncliff*

Direct (707) 621-4636

### **DAVID M. ENGLAND**

The Santa Rosa Press Democrat today reports the passing of Retired UAL Captain Dave England. Dave was an accomplished musician, as well as a 32 year United pilot. A United States Air Force veteran, Dave and his wife, June, enjoyed hiking, and their beloved Golden Retrievers.

A memorial service will be held on Saturday, December 30th, at 11:00 AM, at Duggan's Mission Chapel.

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*Donations preferred for:* Hospice By the Bay, 140 West Napa St., Sonoma, CA, 95476, or to: Pets Lifeline, P.O. Box 341, Sonoma, CA, 95476.

### **BYRON J. ERIXON**

I was notified by Byron's son Steve, that Captain Byron Erixon had "Flown West" on December 30, 2006. He had lived in a retirement community near Omaha, Nebraska for many years to be near his brother.

Byron & I moved to SFO in the summer of 1968. Byron transferred from Denver and I from New York. We had new homes built in Saratoga where we raised our families and became lifelong friends of him and his wife, Van. The Saratoga area had over 135 resident airline pilots. UAL Captain Edward Wallof's wife, Marion, formed the "Saratoga Airline Pilot's Wives". This became a very active support and social group to help each family if necessary while the "fly boys" were out of town. The wives had monthly luncheons and planned many parties, trips and outings for the entire families. The SAPW'S is still going strong and distributes a monthly news letter.

Byron & Van along with my wife, Audrey and I and the children were active members of the Saratoga Presbyterian Church. Byron was a pilot in WWII.

Byron had many friends in Denver and California and we will miss him and his happy outlook of life.

Retired Captain *Max Rasmussen*

### **JAMES W HAHNE**

James W Hahne was born October 13, 1919 and died at home November 25, 2006 of congestional heart failure.

Jim was a retired United Air Lines Captain and a WW2, B24 Captain in North Africa and Italy. He was awarded the Distinguished Flying Cross.

He is survived by his wife Helen-three sons-six grandchildren and nine great grand children.

He will be missed by all who knew him.

*Helen Hahne*

### **JAMES FITE HELMER.**

It was fitting that James Fite Helmer, a long-time commercial airline navigator who flew by the stars, passed away peacefully on a clear night with a full moon on Friday, October 6, 2006 in Reno, Nevada.

Jim was born June 15, 1915 in Jackson, Tennessee. He attended Piedmont High School, where he starred in track and football and was inducted into the Piedmont Sports Hall of Fame for breaking the school record in 1933 in the 100 yard dash (with a time of 10 seconds flat.) He went on to star in track and field at UC Berkeley, where he was part of a world-record-breaking relay team. Jim stayed close to track and field well into his seventies as an official every year at the California Relays in Modesto. He also served as a Marshal in the Hawaiian Open gold tournament from 1988 to 1996.

Jim married Mary Wilson in 1940 and had four children, Scott, Adrienne, Jeffrey and James. He began his career as a navigator with Pan American Airlines in 1940. Jim went on to fly for Trans Ocean, World, Japan and United Air Lines on overseas routes. He transported troops and materials in the Naval Reserve during World War II and the Korean War and completed 36 successful missions for the U.S. Air Force as part of the Military Airlift Command during the Vietnam War. Jim and Mary, who preceded Jim in death in 1962, operated Helmer's Antiques in Ben Lomond, California.

Jim married Isabel Witky in 1965 and she preceded Jim in death in 1983. In 1984, he and Louise Hallsted married, and moved to Reno, Nevada in 1986. Jim and Louise loved to travel and divided their time between their three homes; Honolulu, Hawaii, Reno and Talent, Oregon.

Jim is survived by Louise, his three children; eight grandchildren and ten great-grandchildren; Louise's two children, his sister, and many nieces and nephews. Jim's son, Scott, preceded him in death in 1989.

Jim led an active life right up until his last month. By his wishes, there will be no formal services. In lieu of flowers, donations may be made on behalf of James F. Helmer to the Piedmont High School Sports Hall of Fame, 800 Magnolia Ave., Piedmont, CA 94611.

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## A TRIBUTE TO CAPTAIN TOM A. HUDGENS

Tom was a man of passion and boundless energy about the things he believed in and loved: his family, his faith, world peace, flying, entrepreneurship, playing bridge and good desserts.

He grew up in a loving family in Union City, Tennessee, one of six children. While still a boy, he went to church regularly with his grandfather who lived with the family. Tom said it was so difficult to sit still, but "Papa" never seemed to notice his wiggling - and Tom was ready to go again the next Sunday.

A barnstormer landed his tri-motor Ford airplane in a field near Union City when Tom was about ten. His father paid \$5 for Tom to take a ride. It was love at "first flight."

Later, when Tom attended Vanderbilt University, he entered the first Civilian Pilot Training program offered there. He soloed, earned his private pilot's license, instructor rating and commercial rating. Flying became his career and his passion.

He instructed flying at Murfreesboro, Tennessee, and then was hired to teach Army cadets at Cimarron Field Army Air Corps Flying School in Oklahoma. His focused attention in getting all of his cadets through their training earned him the position of "Chief Pilot" at the age of 23, the youngest "Chief Pilot" in the U.S.

Tom joined United Airlines in 1944 and flew almost every plane they had from the DC-3 to the Boeing 747 and the DC-10, ending his flying career as a Flight Manager in the Flight Standards Department. He loved every flight and every plane, declaring that he would gladly have paid United Airlines just to have the opportunity to fly those planes.

Upon retirement from United Airlines, Tom established and for fifteen years conducted "Cockpit Resource Management Seminars" for commercial airlines and military pilots around the globe.

Perhaps it was flying that gave Tom such a loving appreciation for Planet Earth, which he said looked so clean and peaceful from high in the sky with no boundaries to divide it. However, it was during his

years with the Army Air Corps that he lost all three of his roommates who volunteered for active duty and were shot down. The final blow was when his older brother was shot down over the Kiel Canal and never returned. From that experience came a passion to work for peace in this world - a passion that continued throughout his life, working nationally and internationally for a world of peace through the rule of law, rather than the law of ruling. He was a federalist, a visionary, a man of integrity who practiced the peace that he preached. He was a peacemaker who understood the blessings and accepted the responsibility of being such.

He read *Union Now* in 1938, which convinced him that the world needed structure to have world peace. This was his avocation for the rest of his life, serving as president of the World Citizen Association, vice president of The World Federalist Association, treasurer of The World Constitution and Parliament Association, president of the American Movement for World Government, president and CEO of the Association to Unite the Democracies, and National World Order Advocate of the United Methodist Men. He served on the Adjunct Staff of the General Board of Discipleship of the United Methodist Church, and was the chairman of University Park United Methodist Church's World Order Advocacy Committee. In addition he served in nearly every other position of leadership in the local church. He was a Senior Counselor for the U.S. Atlantic Council. As President of the Denver Executive Club, Tom brought many speakers to the club including many with peace messages.

Tom has made hundreds of speeches on World Peace and World Order to civic clubs, universities, high schools, churches, the International Platform Association, and political group dinner clubs, and has been guest speaker on radio and TV talk shows.

For eight months he hosted a one-hour weekly radio program entitled *The New World Order Peace Dialogue*.

He authored two books: *Let's Abolish War*, which sold over 110,000 copies, and a book of fiction *The Night Jesus Christ Returned to Earth*, as well as numerous articles for publications.

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While in Oklahoma, he met Moyna June Nicholson whom he was married to and cherished for over 61 years. They had four sons: Bill, Jim, Robert and John. (Tom taught all his sons and his wife to fly.) The sons gave him four loving daughters-in-law and eight wonderful grandchildren, all of whom he adored and they him.

Tom loved being an entrepreneur, establishing a small chain of laundromats, a flight seeing service, car washes, a charter airline, and even a maternity shop with Moyna.

He loved to ski and he loved to travel. He was a runner - which he had to be because he was a dessert-lover. In fact-when Moyna reminded six-year-old Johnny that he was only to take two cookies at the church coffee hour, Tom responded, "Really? I always take four!" His bridge buddies always made sure Tom had at least two desserts at lunch, also.

Tom's devoted family and many dear friends will miss this patriarch, but we have wonderful, happy memories to ease the pain of loss- Together we will try to pick up the mantel you have left behind, Tom. We will try to live by your example and work for a governed world peace on this beautiful blue planet.

### **ROBERT W. "BOB" LEONARD**

Bob was a leader in the Fox Valley. He served as Mayor of North Aurora, IL from 1965 to 1969. As a longtime member of the Downtown St. Charles Partnership, he was instrumental in the formation of the River Corridor Committee and became its Chairman, spearheading the development of the River Corridor Master Plan. He was an active, involved member of the St. Charles Kiwanis Club and volunteered at Lazarus House in St. Charles. Bob was a devout member of the First Church of Christ, Scientist in Geneva.

Bob will be remembered for his genuine kindness and his devotion to family, church, friends, and community.

### **CHUCH PODHASKY**

Regret to inform that Chuch Podhasky passed away Dec 30. Visitation was held Jan 4 and a Funeral Mass on Jan 5. Private service will be held later at the Tahoma National Cemetery. A request was made to "Please sign the online memorial guestbook at [www.bonneywatson.com](http://www.bonneywatson.com)."

*Brent Revert*

### **ROBERT W. ROLAND**

Dear All,

Our family would like to let you know that our father Bob Roland passed away peacefully in his sleep in his home in Las Vegas Wednesday 12/27/06.

We will be taking our father back home to Virginia for his service Friday Jan 5, 2007.

He will be greatly missed, but praise the Lord this separation is only temporary, for he is now eternally with his Savior Jesus.

God Bless

*Susan Roland-Kelly*

[smkelly60@gmail.com](mailto:smkelly60@gmail.com)



Dear Rupa Members,

Our Father Robert W. Roland, retired UAL 747 Captain, died peacefully in his home in Las Vegas on December 27, 2006 age 80. He began his United career in 1951 beginning with Capitol Airlines. He retired from United Airlines in 1986.

He was born in Virginia August 27, 1926. His dream since a child was to fly. He always said that a man was very lucky to love the job he did, and he loved flying.

Bob was an awesome pilot, an awesome dad and papa. He is greatly missed.

God Bless all of you,

*The Family of Captain Bob*

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Bob was born in Winchester, VA August 27, 1926 to the late Wilmer and Lutie Roland. He served in World War II as a Marine Corps Sergeant and during the Korean War as a flight instructor. Began his career with Capitol Airlines in 1951 and retired as a United Airlines Captain in 1986. He was recently preceded in death by his youngest brother Chester Roland. Captain Bob is survived by his children, Linda Mattix and husband, Steve, Susan Kelly and husband, Tom and David Roland and wife, Amy; grandchildren, David Mattix, Emily Mattix, Lindsey and Stephanie Moes, Gregory Roland, Robert Roland, Kevin Roland, Geoffrey Roland; great-granddaughter: Meredith Mattix.

Interment will follow this summer at Arlington National Cemetery

His obituary is in the Washington Post. We have provided the link below and encourage those of you who knew our dad or flew with our dad to post a note. We treasure the responses of his friends and colleagues.

<http://www.legacy.com/washingtonpost/DeathNotices.asp?page=SearchResults&txtLastName=roland&submit1=Go>

### **ANN G. SAGERS**

With regret I report the death of Ann G. Sagers, wife of Bob (Sage) Sagers.

Condolences may be sent:

R.W. Sagers bobsagers@aol.com  
11948 Leetown Road  
Kearneysville WV 25430-3811

Ann Gardener Sagers, 70, died Friday, Dec. 15, 2006, at Heartland of Martinsburg of complications following a stroke.

Born on Jan. 13, 1936, in Jefferson County, W.Va., to the late John Franklin Jr. and Margaret Blue Gardner. She graduated from Charles Town High School in 1953 and from the Washington County Hospital School of Nursing in Hagerstown in 1956. She served as a registered nurse at the Veteran's Administration Hospital in Martinsburg, and as captain and flight nurse in the West Virginia Air National Guard. As a homemaker, she raised her

family in Waterford, Va.; Medina, Okla.; and Fallbrook, Calif., before retiring to Leetown, W.Va. Mrs. Sagers lived in Fallbrook from 1979-95.

She is survived by husband Robert W. Sagers of Leetown, whom she married Jan. 7, 1967; sons John H. Sagers and wife Wendy, and Judson W. Sagers and wife Kristin; brother Robert K. Gardner; sister-in-law Dorothy L. Gardner; niece Julie K. DeHaven; and two grandsons, Robert J. and Thomas F. Sagers. She is predeceased by her parents and brother Frank Gardner.

### **WALDO E. SCHROETER**

Waldo E. Schroeter, April 12, 1918 – December 29, 2006

Walt passed away in Portland, Oregon surrounded by his wife, children and grandchildren. A beloved father, grandfather and great grandfather and a good friend to many, he will be deeply missed by us all.

Walt was born in Reedley, California in 1918. He attended the University of California @ Berkeley until he succumbed to his passion for flying. He enrolled in flying school while he was at Cal, promising his parents that he would finish school. After a few months of training, his instructor encouraged him to enroll in a local flying competition. He won that competition and then state and regional competitions until he was participating in a national flying competition in Washington D.C. He came away with second or third prize in the competition and was rewarded with an honorary dinner and medal ceremony. That year United airlines was looking for talented men for a special training program they were going to offer in Tracy, California. They selected Walt for the program. He quit school (he was Phi Beta Kappa with one semester to go) and moved to Tracy to become one of the "Tracy Aces" as they became known. He was officially hired by United at the end of the program and started flying in November of 1940. He went on to fly all types of aircraft through his 40 plus year career with United Airlines. After relocating several times in the early days, he and his wife, Trudy, settled on the Palos Verdes Peninsula (Los Angeles area) in the late 1940's. Retirement was not easy for him but he



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stayed busy with farming grapes and other fruit crops in and around Reedley and he maintained a small Cessna to satisfy his passion for flying. Walt loved to play tennis, ski, surf and sail and was an avid runner for most of his life. He and Trudy traveled extensively and for many years they would take 2 weeks each spring to sail with friends in the Caribbean. Walt is survived by his wife of 63 years, Trudy, their four children, Sandi, Nancy, Scott and Lisa, 7 grandchildren and 2 great-grandchildren.

### **ROBERT W. SOERGEL**

Another of our fellow birdmen has flown west. Capt. Bob passed away Jan. 20 at home with his beloved wife, Phyllis and his three children at his side. Bob celebrated his 80th. birthday on Christmas day 2006. Bob was a great communicator and was known for embellishing stories and dusting them with humor. Bob had a positive attitude, loved life, loved people and rarely had a bad thing to say about anyone. I was fortunate to meet Bob in 1951 while working for Capital Airlines when he was hired as a co-pilot. Our friendship grew over the years and we ended up as neighbors in Saratoga in the mid 60's. Bob was an avid farmer and kept me supplied with tomatoes, apples and an occasional ear of corn. Bob will be missed by all of his friends on the ride to and from Folding and Stuffing (*RUPANEWS*) on the 1st. Wed. of every month.

*Tom Bredis*

### **WILLIAM LEE (BILL) TAYLOR,**

Husband, father, brother, decorated Naval Aviator, Airline Captain, and friend died suddenly and unexpectedly Thursday, December 28, 2006 in Tellico Village, Tennessee. After growing up in Peekskill, NY, Bill graduated from Georgia Tech University. Immediately after his college graduation he entered the U.S. Navy where he was Commissioned and earned his Wings of Gold as a Naval Aviator - and began a distinguished career serving his country as a Fighter Pilot. During the Cuban Missile Crisis in 1962, then Lieutenant, jg, Taylor was awarded the Distinguished Flying Cross

for his bravery and exploits while flying Low Level Photo Reconnaissance Missions over the island of Cuba, and President John F. Kennedy personally decorated his squadron with the Navy Unit Commendation for their bravery and selfless service to their country. After leaving the Navy he embarked on a 34-year career as a pilot with United Airlines where he earned the four stripes of an Airline Captain. His career culminated as the Captain of the Boeing 747, flying to destinations around the world. Retiring in 1997 first to Pensacola, Florida and then to Tellico Village, Tennessee he and his wife Terry enjoyed traveling and spending time with family and a close knit group of friends, while being active in their community and in their church. Bill played in the Church Orchestra and the Handbell Choir of the First Baptist Church of Tellico Village, and he served as a church trustee. Bill is survived by his cherished wife of 46 years Terolyn (Terry) Wilkins Taylor of the home; a daughter Hillary Taylor Sheffer and her husband Brent of Columbus, Ohio; two sons, Christopher Bruce Taylor and his wife Christi of New Port Ritchie, Florida, Benjamin Terrell Taylor and his wife Michelle of Ashland, Ohio; one sister Mrs. JoAnn Taylor Brace and her husband, Robert of Syracuse, Utah; four grandchildren, and many nieces and nephews. Services will be held at 2 pm Tuesday, January 2, 2007 at the First Baptist Church of Tellico Village. Family will receive friends after the service at the church. In lieu of flowers, memorials may be made to the Children's Advocacy Center, P.O. Box 928, Lenoir City, TN 37771. Bill will be inurned at Arlington National Cemetery alongside his father and mother, the late Fred B. and Ann Lee Taylor. The Click Funeral Home of Lenoir City is handling arrangements.

Published in the Knoxville News Sentinel on 12/31/2006.

### **HUGH MILLER WILSON**

Hugh was born on June 21, 1921 in Elk River, CA. He grew up on a farm in Freshwater, a small town just outside of Eureka, CA. Hugh was the youngest of four children born to Hugh and Annie (nee Ekbum) Wilson. His three sisters were Ella, Lilly

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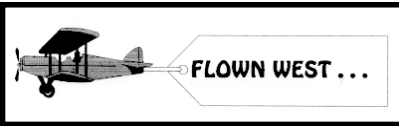
and Elizabeth. From an early age, Hugh developed a passion for airplanes and decided that when he was old enough, he would learn to fly. Hugh studied engineering at Humboldt State College and had been accepted to continue his studies at Stanford University when World War II broke out. Like many young Americans of his day, he quickly signed up for the military. He pursued his goal of becoming a pilot when he was accepted into naval aviation training and was subsequently commissioned as an officer in the United States Marine Corps. Hugh served with Marine Air Group 25 (Mag-25) in the Pacific theater from 1943-1945 flying R-4Ds. He returned to the states where he met the love of his life, Helen Moynahan, on a blind date. They married in San Diego on March 8, 1946. Hugh immediately found employment with United Airlines. He actively pursued flying larger and more advanced airplanes and flew most planes in United's fleet in his 35 year career. The last commercial plane that he captained was a B-747 jumbo jet. After retirement, Hugh continued to pursue his passion. He purchased a Cessna 182 and was a certified flight and instrument instructor at the Fallbrook Air Park for nearly 25 years. He and Helen enjoyed many trips in the Cessna, even flying cross country to Florida as recently as last year.

Family was a central part of Hugh's life. He and Helen raised four children, Margaret (Peggy), Hugh Jr. (Buddy), Robert (Robby), and David. Each had a unique relationship with their father. The family spent 19 years in Massapequa, Long Island, NY. During this time, many fabulous summers were spent boating, water skiing, clamming, surfing, camping, fishing, and swimming in the Great South Bay and Atlantic Ocean. An active sportsman, Hugh really enjoyed his hunting trips to Colorado, Wyoming and British Columbia, as well as shooting skeet and trap. Winter was always a special time when the family traveled into New York City to see the Christmas Show at Radio City Music Hall, eat a fancy dinner, and enjoy the sights at Rockefeller Center. The family formed enduring friendships with many of their neighbors. During the spring, Hugh would be out with the kids tossing around a baseball and getting the boat ready for launching. In the fall, the

family would take Sunday drives over to Pennsylvania to see the spectacular color show of autumn leaves. The kids received a good education while participating in sports (football, wrestling, baseball) and music (clarinet, trumpet, accordion, trombone). They all enjoyed singing and Hugh thought they should have been "on the stage."

Returning to California in 1973, Helen and Hugh built their dream home on 3 acres in Fallbrook; Hugh planted hundreds of avocado, citrus, and pine trees, doing much of the irrigation work himself. The family enjoyed the California lifestyle. Summers meant family outings to the beach, houseboat trips to Lake Powell, and boating trips to various locales along the Colorado River with many trips to Laughlin, NV in particular. Winter was the time to go to the mountains and enjoy the snow in Big Bear. Christmas day was always special when Helen and Hugh opened up their home to as many as forty friends and relatives each year. Spring often meant "flying in" to Padre Spring Training in Yuma or other points of interest. Fall meant more hunting trips, and later trips up to the Reno Air Races with his three "wee" boys! Always careful to do a weight and balance check, Hugh would be a tad concerned that the little Cessna might not get airborne when all three 200+ lb sons were on board!

Hugh was a man who embraced life. He very much loved his wife Helen, his children, and his grandchildren: Ali, Blythe, Brian, Christie, Julie, Katie, Kathleen, Lisi, Maddie, Michael, Nick; and his great-grandchildren: Mia, Holly and Cole. He also loved his son-in-law and daughters-in-law: Bill, Nancy, Rita, Emilie and Jennifer. He was always there to lend a helping hand to family and friends whenever needed. Comfortable with himself, Hugh was a man who knew who he was and always exuded a quiet confidence coupled with optimism. He would speak when it mattered, and people would listen. Hugh had strong moral standards, a heart filled with kindness, and a fun-loving spirit. Because of all of these qualities, people who met him were naturally drawn to him. He was a man with a belief in God, and his faith stayed with him to the end. We celebrate his life today as we recognize that Hugh was an extraordinary person who had a wonderful life!



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|---------------------------|-------------------|
| <b>CLAYTON L. SCOTT</b>   | <b>09/28/2006</b> |
| <b>JAMES FITE HELMER</b>  | <b>10/06/2006</b> |
| <b>PAUL K. SMITH</b>      | <b>11/08/2006</b> |
| <b>IVAN FEIL</b>          | <b>11/18/2006</b> |
| <b>CLIFFORD BERGERSON</b> | <b>11/19/2006</b> |
| <b>ROBERT T. BARDEN</b>   | <b>11/23/2006</b> |
| <b>GENE FOREMAN</b>       | <b>11/24/2006</b> |
| <b>JAMES W. HAHNE</b>     | <b>11/25/2006</b> |
| <b>PETE ASCHKAR</b>       | <b>12/11/2006</b> |
| <b>THOMAS J, SWEENEY</b>  | <b>12/16/2006</b> |
| <b>DAVID M. ENGLAND</b>   | <b>12/20/2006</b> |
| <b>HUGH MILLER WILSON</b> | <b>12/24/2006</b> |
| <b>ROBERT W. ROLAND</b>   | <b>12/27/2006</b> |
| <b>WILLIAM LEE TAYLOR</b> | <b>12/28/2006</b> |
| <b>ROBERT W. LEONARD</b>  | <b>12/29/2006</b> |
| <b>WALDO E. SCHROETER</b> | <b>12/29/2006</b> |
| <b>BYRON J. ERIXON</b>    | <b>12/30/2006</b> |
| <b>CHUCH PODHASKY</b>     | <b>12/30/2006</b> |
| <b>CARL M. DE LEEUW</b>   | <b>01/13/2007</b> |
| <b>ROBERT W. SOERGEL</b>  | <b>01/20/2007</b> |
| <b>BEN HARPER</b>         | <b>01/23/2007</b> |
| <b>R. W. ARNOLD</b>       | <b>01/25/2007</b> |



#### 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*

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## 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  
3rd Wed. June 20<sup>th</sup> at Noon NYSkyscrapers--- *Montclair Golf Club, NJ*

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**Deadline: February 21, 2007**

**Mailing: March 7, 2007**

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**RUPANEWS**  
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**PERIODICALS**

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