



# RUPANEWS

Journal of the Retired United Pilots Association

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## IN THIS ISSUE

President's Message  
About the Cover  
Notices

Page 3  
Page 3  
Page 3-18

Letters  
In Memoriam  
Calendar

Page 19-29  
Page 29-30  
Page 32

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## PRESIDENT'S MESSAGE

Here it is 3:00 pm on April 18, 2007, the deadline for submitting articles for the *RUPANEWS* and I am just starting to write this message, which just shows that I'm a procrastinator too. Well just because I am doesn't mean you have to be, so start signing up for the Seattle Convention and send your Registration Forms to Ron Jersey. It is only five months away. At last count, I think we have about fifty signed up to attend.

I got an e-mail from Ted yesterday in which he reported he had only eight letters for the May issue of the *RUPANEWS* and not many write-ups covering the local RUPA functions. Also, a couple of members have complained about all the fillers in the April issue. If Ted doesn't receive enough letters and articles from members he has to resort to fillers. The *RUPANEWS* is compiled in multiples of eight pages. So if he has 33 pages he has to use fillers to make up the last seven pages. I'm sure with all the years of flying and traveling you guys have experienced, there are some very interesting stories you can tell. Dig into your memory banks and see if you can't write up some of those to help spice up this magazine. Some old pictures wouldn't hurt either.

It's that time of year again when the Snow Birds start heading North. As I told you last month, we now have a new Sec/Treasurer, Bruce McLeod, and your address changes should be sent to him. I notice that many of you make your request to switch your addresses via snail mail or by calling the RUPA 800-787-2429 number even though you have e-mail. Since you have e-mail why not use it to make that request and also to send your birthday letters to Ted. Ted really likes it when you send your letters that way. (However, he doesn't like it if you send it using all capitals.)

Please be advised that the NEW ADDRESS to send your dues or information update is listed below. This information is also listed on the opposite page along with our **800-787-2429** number.

**RUPA**

**PO BOX 8044**

**FOSTER CITY, CA 94404-8044**

**bm1532@yahoo.com**

Cheers, *Cleve*

### ABOUT THE COVER

The Airbus A380 after landing in the USA for the first time.

In flight, it appears very much like other large airliners. On the ground, with maintenance employees for reference, the massive size of the A380 (and her engines) is brought into perspective.

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## DANA POINT RUPA LUNCH

*Wind and Sea* April 17, 2007

The 'Outside Deck' was closed today so we had a few tables brought together inside. The service, food, and seating was great! Conversations quickly unfolded.

Present were;

Park Ames, Carlos Bernhard, Ed Krieger, Bob Fuhrmann, Jack Healy, Bob McGowan, Jerry Meyer, Bill Meyer, Bill Rollins, Ted Simmons, Bill Stewart and Joe Udovch.

Jack Healy talked about his WW2 time in the B-17 and B-26.

Bill Meyer with great stories on his Jungmeister. The following, taken from a recent e-mail he sent me:

"I was privileged to fly this gorgeous bird at Santa Paula airport. It is the oldest flying Jungmeister in the world and also one of the very few German ones left in existence. Built in 1936 in Rangsdorf (Berlin), it was one of a couple flown down to Switzerland as a prototype for their franchised manufacture there, in late 1936. Mine was the last (#47) in the regular production run, and was completed in September 1940. It is the Stradivarius of akro airplanes. ... Takes lotta heinzelmennen to keep it happy, and I am in the process of trying to hire some of them little buggers..." Wilhelm

Talk flowed into getting around on the airport taxi ways. How great it was in a strange (first time) airport at night to have ground control flip a switch and a set of lights wind you through the taxiways right to the gate. Another member says he got the following instructions at the San Salvador Int. (SAL) airport...'just follow the DOG'. Sure enough as they pulled off the runway there was black dog waiting and yes the dog lead them to the gate! ...Name withheld

Of note is the upcoming RUPA event hosted by Bob McGowan. JUNE 6th.

This is to confirm the primary details of a SoCal RUPA gathering at our house in June for the combined Dana Point, LAX and San Diego groups and their guests. We invite all RUPA members and their significant others, widows, flight ops. folks, flight attendants and area retired and near retirement UAL pilots who are considered potential members.

- It will be on Wednesday June 6th from 12 noon to late afternoon, rain or shine;
- All food and beverages will be provided from the Royal Thai Orchid Restaurant and Tulsa Rib Co. along with beers and wines, desserts etc.
- Cost is \$20 per person, so RSVP's will be needed by May 31st;
- Located about half way between the two groups at:

**Bob and Taywan McGowan's house**

**18382 Lincoln Circle, Villa Park, CA, 92861**

**(714) 538-0367 cell: (714) 606-1367**

Contact Bob at the above or Ted Simmons at (949) 496-2691 (tsimmons5@cox.net) for further info.

Regards to all *TED*

### **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

**2008 RUPA Mexican Riviera/Sea of Cortez CRUISE**

**Date of Cruise: October 12, 2008**

**10 day Roundtrip out of San Diego**

**On**

**Holland America MS Ryndam**

**Check out deck plans and staterooms on the Internet**

[www.hollandamerica.com](http://www.hollandamerica.com), Click on Fleet, ms ryndam

Depart San Diego with stops at: Puerta Vallarta, Mazatlan, Topolobampo, Loreto, LaPaz, Cabo San Lucas, Return to San Diego.

All prices include the \$215 port charges and fees imposed by the cruise line.

Taxes, which are \$101.69 pp, are not included and are additional.

Category K Inside Cabin	Main Deck Mid Ship	\$999
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Category BA Verandah	Verandah Deck	\$1779
Category B Verandah	Verandah Deck	\$1889
Category A Verandah	Navigation Deck	\$1989
Suite S	Navigation Deck	\$3469

**All cabins are subject to availability. Rates are subject to change until booked.**

**If a lower rate becomes available we will rebook at that rate.**

**A deposit of \$600 per person is due at the time of booking and is fully refundable until 76 days prior to the cruise.**

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

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

**Send all correspondence to:**

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**36 Mark Bradford Drive**

**Holden, MA 01520**

**1-800-309-2023 pin#33**

**1-508-829-3068**

**gpsp@aol.com**

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## DEN GOOD OL' BOYS

April Meeting.

I may have to start sending in the minutes before the meeting occurs in order to meet the deadline, but at any event, the DEN Good Ol' Boys convened today, and a dreary day it was. However, happy hour occurred at the correct time, and was in full swing when the scribe and coordinator made his appearance. Guys continued to dribble in and we finally had a good turnout.

There were no new reports of infirmities nor guys 'gone west'.

In keeping with the season (tax deadline being midnight) the humble scribe brought in a couple of 'tax shelters' for all to observe and comment on. For some unfathomable reason they were met with derision and contempt. You can darn well imagine it'll be a while before the humble scribe and coordinator hazards to come up with similar helpful and useful items.

The humble s & c also related a story that went something like this: Two elderly friends Bill and Sam met in the park every day to visit, and feed the pigeons, One day Bill didn't show up. Sam didn't think much of it, but after he hadn't shown up for several days Sam got worried. However since their only interaction was at the park, he didn't know how to contact Bill, so he was unable to find out what had happened. A month passed and Sam figured he had seen the last of Bill, but one day as he approached the park, there sat Bill! Sam was very happy to see him and told him so, exclaiming where have you been? Bill replied, "I've been in jail". Sam inquired "Whatever for?" Bill replied, "Well you know that really cute waitress down at the coffee shop?" Sam indicated that he did, "What about her?" Bill Replied, "Well one day I patted her on the butt, and she filed sexual harassment charges against me, and by the time I came before the judge it had escalated to rape charges. Well, at 89, I was so flattered I plead guilty, and the judge gave me 30 days for perjury."

Those present included: Dave Murtha, Bill Hanson, Pete Cecchinelli, Al Dorsey, Pete Lynch, Tom Hess, Paul Schueler, Bill Hoygaard, Maury Mahoney, Guy Casey, Rick Madsen, Jim Adair, Barry Edward, Sam O'Daniel, Jack Davis, Mack Connelley, Mike Williams, Dick Shipman, Ralph Wright, Fritz Meyer, A. J. Hartzler, Ed Cutler, Dick Kobayashi, Stanley Boehm, Jim Jenkins, Bob Clipson, Hal Meyer, Jim Harris, Ray Bowman, Chuck Fellows, David Horwitz, Bob Crowell, Russ Ward, and the scribe and coordinator,  
*Ted Wilkinson*

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## LAX SOUTH BAY LUNCHEON

For a change today we met at the *Flight Path Learning Center and Museum*. The museum's speaker series was featuring the last 40 years of United. The speaker was very interesting and the museum is always a nice place to visit. It was a perfect setting with the airplanes taking off and landing in the background. The small showing of RUPA members was disappointing. Those of us who did attend adjourned to the Hacienda for lunch. Those present were: Marcene and Doug Rankin, Shirley and Jack Hanson, Trudy Buck and Norm Marchment, Chuck Raphael and his friend Pierre, Linda and me.

Best Wishes, *Rex May*

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## SAN DIEGO LUNCHEON

Six showed up for the April luncheon, Paul Whitby with wife Bobbie as Paul is not driving as yet. Others attending: Don Trunick, Bob Harrell, Pete Moyer and myself.

*Bob Bowman.*

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## LETTERS FROM THE POND

By Joe Stans

I find myself with two issues haunting me. Well, not haunting, really. More like occupying some thought between tying Woolly Buggers.

In keeping with the on-going trend to inform us old guys about things medical I note the very useful information on page 23 of the March issue of *RUPANEWS*. Rather than some gratuitous comments about how we don't really need medical care if we would just devote all our money to self-insuring the possible need for sub-orbital surgery or a triple brain bypass, we have nifty information about ED. (NOTE: This is the politically correct reference to avoid those embarrassing observations like "Reptile Dysfunction? Why I didn't even know he owned a lizard.")

Has it occurred to any of the gentle souls out there that fooling around with the nether regions of the male anatomy is always connected to going blind? I remember Sister Mary "The Crusher" Matioli cautioning us that if we did "THAT" we would go blind.

Now I come to find out that it makes no difference, I will probably go blind anyway or assume the life of a Norwegian Bachelor Farmer – unless I take this marvelous concoction to prevent a build up of Noxious Nitric Oxide.\* Fortunately you can just go down to GNC and stock up on the two drugs. At least none of my friends are blind, well save one who went blind in his twenty's, speculatively, from the "OTHER" cause.

One caution: Be sure to include your doctor in all this foolishness. My doctor was reluctant to prescribe an alpha-blocker for an enlarged prostate and suggested saw palmetto. With the blocker I got up twice a night without it I got up four times. I got some saw palmetto and over the period of a few weeks defined a dose with the same efficacy as the blocker. I returned to the doctor and told her it was a miracle and the palmetto worked. She was beaming until I told her that it required 42 tablets a day for the same therapeutic effect. I got a prescription.

The break between the next Woolly Bugger:

I retired 8 days before they shot the bottom out of the boat. I never really believed I would get anything from the A fund anyway so it was no great shock. I didn't send any money to Hall and the boys because the last couple of times I sent him money it cost me about half a million. I figured I'd let this one slide.

I get emails about the injustice of it all and how they will fight until their last breath – which may be sooner than they think unless they lighten up a bit -- and, yawn, it bores me a bit. How many times does one need to get screwed over by the union, the company, the government, <fill in the blank> before one catches on? Every single time we have had a savior – Ferris, Wolf, Goodwin, Tilton – they have immediately acquired a following among the pilots. Each time, there is a honeymoon until we realize, once again, that they are not our friends. Hell, we were even so enamored of Ferris we gave him a seniority number! We still haven't figured it out. The next yokel to run UAL will sweep the pilots off their feet once again and off they will go down the path arms linked into a bright future.

We live in a time where legal irregularities, outright violations of the law and abridgement of Constitutional guarantees are rampant. The plight of a few airline pilots is not even on the radar screen. Most of America is either at the mall or watching American Idol.

The managers of corporations have absolutely no interest in the employees. I will say that again: The management of corporations has absolutely NO INTEREST in employees. They care about money. If your job could possibly be out-sourced to a box of cockroaches in a hut in the Philippine jungle it will happen and it will have the blessing of the rest of the industry and the government. If you belong to a union and the hand writing on the wall is a choice between union survival and individual survival they will pick the union.

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The issues of what happened to a few thousand widely scattered pilots with marginally eclectic educations and excessively fungible political loyalties are safely ignored. In fact, I would wager that the vast majority of those that might be able to do something don't know or understand or care what happened.

Some people feel the injustice deeply and have made seeking redress a hobby. After living lo these many years in this country working for one of its corporations I find myself inured to injustice. The people of this country are far too ignorant or perhaps jaded to give a fig about anything much past their next bowling night or the playoffs of some sport. They know little of how their government works and less about day to day events and nothing about history and reality. They count on tabloid television and the National Enquirer for profound insights into events. Some of those complaining have consistently voted against their own interests for years. Some actually believe their interests are lower taxes as a single issue – well that and the ability to own a 50 cal auto loader. They voted the myth of individual freedom and low taxes for years and now they have lost the income on which to pay taxes. On the plus side they still have their guns with which they can hold up a pharmacy to get the medications they can't afford.

H.L. Mencken said, *Democracy is the theory that the common people know what they want, and deserve to get it good and hard.*

\* Along that line is it not interesting that the all loving all knowing Supreme Being would link a toxic chemical to sex and blindness? Really, is the Greens Keeper of the Elysian Fields a Luddite or does she just have a perverse sense of humor? And another thing about this prostate gizmo...

Cheers! *Joe*

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## THE GOLD COAST RUPA LUNCHEON

The Gold Coast RUPA members had the last meeting for this season on Thursday, the 12th of April. A good group attended, 21, for the lunch. We had a special guest, Flight Attendant Carol Vignoli. Sharla Hughs, another resident character in our South Florida family, had told Carol that this was going to be a joint meeting. Unfortunately, no one told me and I'm the one that sends out the invitations. When Carol found out that she was the only one to be there, we had to assign someone to make sure she didn't leave. There was a stampede of guys to pay for her lunch in which several people were injured. Every time I looked over where she was sitting it looked like a football huddle around her. Some things never change. It appeared she had a good time.

Jim Morehead and Les Eaton have agreed to take over the meeting duties for the foreseeable future. Jim Carter and Stan Blaschke have wanted to pass on the responsibility. They have done a great job of holding our group together for a number of years and they deserve a lot of credit. I will continue as the scribe for a time. As long as I do the writing, no one can say anything bad about me. I guess it's worth it. We are shooting for November next to have a joint meeting with the Flight Attendants. Our next regular meeting will be, as always, in October and I will put a note in the Newsletter with the information.

Present in Pompano for the Thursday meeting were Stan Blaschke, Bill Garrett, Bill Lancaster, Glen Hall, Dave Peat, Lyn Wordell, Terry Lewis, Burt Olson, Jim Carter, Bob Langevin, Paul Livingway, Dick Smiley, Ed Wheeler, Bob Dodson, Jim Morehead, Les Eaton, Ham Oldham, Mike Ward, Me, and of course Carol Vignoli.

Until October, I hope everyone has a great, healthy and safe summer.

*Jerry Bradley*



## NY SKYCRAPERS LUNCHEON

Wednesday June 20th

The NY Skyscrapers' semi-annual luncheon will be held at the *Montclair Golf Club*, NJ, at noon on Wednesday June 20th, 2007.

The price, which includes 2 raffle tickets, is \$35/person, to be collected at the door.

Spouses welcome.

Cash bar at 12 noon, lunch at 1 pm.

Our raffle will once again benefit the UNITED AIRLINES RETIRED PILOTS FOUNDATION. Please contribute a novelty prize, a serious prize, or even a day's outing on your sailboat, yacht or canoe (anybody out there that still can afford a canoe?), or a dinner out at your club or favorite restaurant. Here's a chance to display some real creativity. Nothing cruel, please.

One last request, if anyone hasn't helped to man the ticket table yet and would like an opportunity to get type-rated on it, I'd appreciate some volunteers. Or else there will be some junior-manning.

Looking forward to hearing from you all,

Pete Sofman

203-322-0724

rupapetesofman@optonline.net

### **Directions to luncheon:**

Getting directions and a map via the internet:

1. Go to: <http://tinyurl.com/e8n4p>
2. Click on the blue "To Here"
3. Type your home address in the "Start Address" box
4. Click on "Get Directions"

Or,

Garden State Pkwy: Exit 145; west on I-280 to Exit 8B: Prospect Ave; right turn (northbound) on Prospect Ave towards CEDAR GROVE, for 1.5 miles, to the Montclair Golf Club on your left (25 Prospect Ave)

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I-280: Exit 8B; go northbound on Prospect Ave towards CEDAR GROVE, for 1.5 miles, to the Montclair Golf Club on your left (25 Prospect Ave)

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## COUNCIL 34 VICE CHAIRMAN'S REPORT

April 2007

Pilots of Council 34,

Most of you are aware that I was one of the six members of the MEC that voted not to accept or endorse the tentative agreement. I have been asked why I voted NO; and my report for this month will explain that vote, as well as my personal opposition to this agreement. First though, let me again share the first couple of paragraphs from last month's report.

“This management group's future vision for us includes dramatic increases in international code sharing, ever increasing domestic code sharing-direct or indirect, a dramatic reduction in short haul and narrow body flying-and the outsourcing of virtually all nonessential labor. Their definition of 'nonessential' does not coincide with ours.

This management group is operating on a 15-20 year strategic game plan designed to dramatically reduce or minimize our labor force, our overall fleet size, and our wages and benefits...Step by step, this management group is methodically maneuvering us in a seemingly logical strategic direction of their design that is totally counter to our objectives. Each step will reinforce the logic and inevitability of the succeeding steps. Their answer to our complaints will always be, “It is only logical and realistic in light of the marketplace in which we compete. With each passing year these people will continue to structure that “marketplace” such that it validates their arguments.”

As you recall, these were not my words but were written in 1997 by then Council 57 Chairman, Perry Cockreham, and they have proved to be absolutely true. As Perry predicted then, we have lost much of our international flying to STAR Alliance partners, RJs now do an obscene amount of the domestic flying we used to do, and our pay and benefits have been drastically reduced.

So how does this fit in with my opposition to this tentative agreement? Simple. This agreement is management's next step in their “strategic plan” to maneuver us in the “seemingly logical strategic direction of their design” as part of their 15-20 year plan. This “step” in their plan is about getting fewer pilots to fly more, with less flexibility and less time off. Let me say that again, just a little louder in case anyone missed it: **THIS AGREEMENT IS ABOUT GETTING FEWER PILOTS TO FLY MORE, WITH LESS FLEXIBILITY AND LESS TIME OFF!!!**

The negotiating committee and the SSC will dispute that and will even give examples of how it is not true. I'm afraid my glasses don't have the same rose tint that theirs do, though. They are paying too much attention to what management says they WILL do, and not enough attention to what this agreement says management CAN do. Here's an example: Management has told the negotiating committee that by increasing the PBS line construction floor from 65 to 75 they will “even out the flying” and keep the average line value the same by reducing the number of hours flown in the higher time lines. But management CAN add the 10 hours of flying to the lower value lines, keep the higher value lines the same, and *reduce the total number of lines*.

Then, those pilots who used to be lineholders will be pushed down onto reserve...until management realizes they don't need these reserves and gets rid of them, either through surpluses or furloughs. That is what management CAN do under this agreement, and it is what we must consider when we decide whether or not to vote for it.

Here's another example: We're all being told the “line guarantee” part of the agreement is a huge “get” for us. It is, but not that huge. And for all those pilots who think when they lose their flying they'll just get paid for it and go home, guess again. Another part of this agreement significantly expands the rules for reassignment including daily short-call reserve for line-holders under 20-F-1-a-2 and allows the company

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to take a day off away from you *without ever restoring it*. Who do you think is better at manipulating these kinds of changes, us or the company?

Management is saying if we vote this agreement down there will be no more negotiations. **OF COURSE THEY ARE SAYING THIS!** What else would they say? Anyone think they'd say "we really hope you vote for this agreement, but if you don't then let's talk some more". When you buy a car do you offer \$20,000 but tell the salesman if that's not enough you're willing to talk some more? No, you say that's the final offer, take it or leave it and walk out the door. Management said the same thing during the talks on the mid-term wage adjustment in '97 and the MEC believed them. How many days did it take to get a better agreement after the pilots had the courage to vote it down through the Membership Ratification process?

Something else management is saying is they don't need our help to get through the summer and can fly the schedule just fine. GEEZ, is anyone stupid enough to believe this? They've told us that for the last few years, and summer melt downs have become normal ops. We are already seeing gross numbers of cancellations due to no crews and it's only April.

But the most disgusting thing that management is telling us, and shame on any member of our union who believes it, is that we have no leverage. This pilot group has all the leverage it is willing to make, and from what I've seen we are willing to make a great deal of it. All we need is the leadership of our union to guide us on how to use this leverage once it is created.

This agreement is manpower negative. It will cost us jobs, plain and simple; to say otherwise is fuzzy math. It is all about more productivity, fewer pilots, more time at work, less time at home, and whatever else is hidden in it that we won't see until the grievances start piling up. Former Council Chairmen, negotiating committee members, and IRC coordinators have all come out against this agreement because they see how it fits in with management's plan. These are men who've been there, done that, and have the battle stars to prove it, as well as the scars that go along with it. They have the wisdom and experience that only come from having been here before, and need to be listened to when they tell us not to repeat history.

And that, my friends, is why I oppose this agreement and why I voted not to accept or endorse it.

Fraternally,

*Mike Holman*

Council 34 Vice Chairman

-----  
Forwarded by Jay Heppner  
C-34 Communications  
jay@heppner.com

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**E-mail: [bm1532@yahoo.com](mailto:bm1532@yahoo.com) — or — phone: 800-787-2429**

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

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## 2007 RUPA CONVENTION TOURS

The members of the *Seattle Gooneybirds* have selected a number of tours for our enjoyment for his years Convention. All of the tours will be operated by the Seattle Gray Line Tour Company. All of the tours will be on 47 passenger busses and will require a minimum of 32 passengers per tour for the tour to operate. Please keep this in mind when you sign up for a tour. If there are not enough passengers signed up for a certain tour, you may be moved to your second choice. The buses we will be using do have restrooms. We plan to have four tours on Friday, four tours on Saturday and two tours on Sunday. The Sunday tours will arrive back at the hotel in plenty of time for you to relax and freshen up before attending the Banquet. Some walking will be involved in each of the tours so be sure to have comfortable shoes. On Sunday the 23<sup>rd</sup> we will have our Farewell Banquet and general meeting. After dinner we will have a short talk by Dr. Bonnie Dunbar. Dr. Dunbar became a NASA astronaut in August 1981. She is a veteran of five space flights, and has logged more than 1,208 hours (50 days) in space. We hope you will be able to attend her most interesting presentation. We only had eight players sign up for golf at our last Convention. If you wish to have a golf tournament at this Convention, let us know well in advance so one can be set up. The price for the Seattle City Sights Tour has been reduced from \$38.00 to \$30.00 and the tour shortened to 4 hours so the people on the tour could get back to the hotel in time for the General Meeting. A note from Joshua Krohn, Manager of Sightseeing sales and Operations for Gray Lines of Seattle says "While the Royal Argosy Dinner Cruise is a little pricy, it is an incredible experience! The food is 4 – 5 star quality, and the staff treats you as if you own the boat." The same can be said of the Tillicum Village Dinner. Members of the Seattle Gooneybirds highly recommend this tour.

For those who would like to do both the Boeing Tour and the Tillicum Village Tour, it will be possible to do both in the same day. The Boeing Tour departs at 9:30 am and returns at 1:30 pm. The Tillicum Village Tour departs at 3:30 pm. I know it is a long day but it is well worth it.

### Friday, Sept. 21.

**The Boeing Everett tour \$43.00. – Depart the Hotel at 9:30 am.** Leave the hotel in the morning for the Boeing Future of Flight Tour. The Future of Flight Aviation Center is a cutting-edge facility featuring 28,000 square feet of interactive aviation exhibits. You will watch a brief moving about Boeing in the Boeing Theater, then travel a short distance to the Boeing factory where you enter the world's largest building by volume (472 million cubic feet of space). We will view the assembly line for the 747 and the 787. This is a 4 hour tour, including travel time; lunch will be available at the company cafeteria at your expense.

**Tacoma Museums Tour \$55.00. –Depart the Hotel at 9:00 am.** Depart the hotel and travel to the Greater Tacoma Museum District, where you will be able to enjoy the Museum of Glass, the Tacoma Art Museum and the Museum of Natural History. Admission to all three Museums is included with this tour. Lunch will be on your own. This is a 6 hour tour, including travel time.

**Tillicum Village Dinner Cruise \$98.00. –Depart the Hotel at 3:30.** This is an evening tour. The bus will depart the hotel and deliver you to the Argosy Cruises dock on the downtown waterfront to board the vessel which will take you to Blake Island. Tillicum Village is a Northwest American Native Site. In the Chinook language, "Tillicum" means "friendly people". Here you will enjoy a meal of salmon cooked on cedar stakes over an open fire. It will be served in a traditional cedar longhouse, surrounded by Northwest Coast native crafts and artwork. After dinner you will be entertained with ceremonial dances, myths, and

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legends of the native culture. This is a 5 hour tour.

**Cruise the Locks Tour \$68.00. –Depart the Hotel at 11:00.** Seattle is a city of meandering waterways – from Puget Sound to Lakes Washington and Union. Enjoy the scenery and lively narration as your guide tells you all about Seattle’s maritime highlights on this Argosy boat tour. The bus will pick you up at the hotel and will join the Locks Cruise Vessel at its departure point. Lunch is on your own. This is a 4 hour tour.

## **Saturday, Sept. 22.**

**Museum of Flight Tour \$33.00. –Depart the Hotel at 9:00 am.** Depart the hotel for the Seattle Museum of Flight, the largest air and space museum in the West. You may take a tour through the museum with a docent if you wish or proceed on your own. There are more than 150 historic air and spacecraft, interactive exhibits, personal stories and educational activities to view. Also visit the William E. Boeing Red Barn., the original manufacturing facility of the Boeing Airplane Company, or browse the Personal Courage Wing, home to an impressive collection of WWI and WWII fighter planes and war memorabilia. Lunch is available on your own at the cafeteria. This is a 4 hour tour.

**Woodinville Winery and Brewery Tour \$45.00. –Depart the Hotel at 10:30.** You will depart the hotel and travel to the Woodinville Wine District, where you will enjoy tours and tasting at the Columbia Winery, Chateau Ste Michelle and the Redhook Brewery. Admission to the tasting locations and tasting fees are included in this 5 hour tour.

**Royal Argosy Dinner Cruise \$120.00. – Depart the Hotel at 6:00 pm.** This is another evening tour. You will be picked up at the hotel and delivered to the Argosy Cruises dock on the downtown waterfront. You will enjoy dinner while cruising on Elliot Bay and viewing the Seattle skyline at night. This is a 5 hour tour.

**Tacoma Museums Tour \$55.00. –Depart the Hotel at 9:00 am.** See previous description of this tour.

## **Sunday, Sept. 23.**

**Seattle City Sights Tour \$30.00. –Depart the Hotel at 9:00 am.** This tour will include the following locations in the Greater Seattle Area.. The tour will include the City Center, the Sports Stadiums, The International District, The Montlake Cut, University of Washington, the Fisherman’s Terminal, The Ballard Locks, Seattle Center, the EMP museum, Seattle Shopping district, the Seattle Waterfront, Queen Anne neighborhood, the Fremont neighborhood, the Space Needle and a 45 minute stop at the Pike Place Market. This is a 4 hour tour. Cost of lunch not included. This tour has been shortened so you can return to the hotel early enough to attend the business meeting.

**Cruise the Locks Tour \$68.00. –**  
previous description of this tour.

**Depart the Hotel at 11:00 am.** See



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## RUPA 2007 CONVENTION REGISTRATION FORM

The convention will be held at the *SeaTac Marriott* in Seattle, Washington on Sept. 20-23. To make a reservation, call the hotel at 1-800-314-0925. Mention RUPA and receive a rate of \$119/night. You are encouraged to register early so that the organization can make the proper arrangements.

NAME \_\_\_\_\_ SPOUSE/GUEST \_\_\_\_\_  
E-Mail Address and Phone # \_\_\_\_\_

Registration Fee: \$13.00 per person \$ \_\_\_\_\_

Thursday Dinner Buffet: \$18.00 per person (Sept.20) \$ \_\_\_\_\_

Sunday Banquet: \$27.00 per person (Sept. 23) \$ \_\_\_\_\_

Banquet Dinner Selection: Salmon \_\_\_\_\_ Pork Chop \_\_\_\_\_

### TOURS:

#### Friday, Sept. 21

Boeing Everett Tour	\$43.00 pp	\$ _____
Tacoma Museums Tour	\$55.00pp	\$ _____
Tillicum Village Dinner Cruise	\$98.00 pp	\$ _____
Cruise the Locks Tour	\$68.00 pp	\$ _____

First Attendee: Name \_\_\_\_\_

1<sup>st</sup> Choice \_\_\_\_\_ 2<sup>nd</sup> Choice \_\_\_\_\_

Second Attendee: Name \_\_\_\_\_

1<sup>st</sup> Choice \_\_\_\_\_ 2<sup>nd</sup> Choice \_\_\_\_\_

#### Saturday, Sept. 22

Museum of Flight Tour	\$33.00 pp	\$ _____
Tacoma Museums Tour	\$55.00 pp	\$ _____
Woodinville Winery and Brewery tour	\$45.00 pp	\$ _____
Royal Argosy Dinner Cruise	\$120.00 pp	\$ _____

First Attendee: Name \_\_\_\_\_

1<sup>st</sup> Choice \_\_\_\_\_ 2<sup>nd</sup> Choice \_\_\_\_\_

Second Attendee: Name \_\_\_\_\_

1<sup>st</sup> Choice \_\_\_\_\_ 2<sup>nd</sup> Choice \_\_\_\_\_

#### Sunday, Sept. 23

Seattle City Sights Tour	\$30.00 pp	\$ _____
Cruise the Locks Tour	\$68.00 pp	\$ _____

First Attendee: Name \_\_\_\_\_

1<sup>st</sup> Choice \_\_\_\_\_ 2<sup>nd</sup> Choice \_\_\_\_\_

Second Attendee: Name \_\_\_\_\_

1<sup>st</sup> Choice \_\_\_\_\_ 2<sup>nd</sup> Choice \_\_\_\_\_

Interested in a Golf Tournament? Yes \_\_\_\_\_ No \_\_\_\_\_ Price to be determined

Total for First Choice Tours, Registration and Dinners \$ \_\_\_\_\_

If awarded second choice tour, an adjustment will be made upon registration.

Complete form and make a copy for your records. Determine total amount and send a check made out to

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RUPA, along with a completed registration form to:

**Ron Jersey, 3 Pheasant Ln. Gorham ME 04038. Phone (207) 839-6943**

### **THE VALUE OF A GOOD DRINK**

"Sometimes when I reflect back on all the wine I drink I feel shame. Then I look into the glass and think about the workers in the vineyards and all of their hopes and dreams. If I didn't drink this wine, they might be out of work and their dreams would be shattered.

Then I say to myself, "It is better that I drink this wine and let their dreams come true than be selfish and worry about my liver."

~ Jack Handy

WARNING: The consumption of alcohol may leave you wondering what the hell happened to your bra and panties

"I feel sorry for people who don't drink. When they wake up in the morning, that's as good as they're going to feel all day. "

~Frank Sinatra

WARNING: The consumption of alcohol may create the illusion that you are tougher, smarter, faster and better looking than most people.

"When I read about the evils of drinking, I gave up reading."

~ Henny Youngman

WARNING: The consumption of alcohol may lead you to think people are laughing WITH you.

"24 hours in a day, 24 beers in a case. Coincidence? I think not."

~ Stephen Wright

WARNING: The consumption of alcohol may cause you to think you can sing.

"When we drink, we get drunk. When we get drunk, we fall asleep. When we fall asleep, we commit no sin. When we commit no sin, we go to heaven. So, let's all get drunk and go to heaven!"

~ Brian O'Rourke

WARNING: The consumption of alcohol may cause pregnancy.

"Beer is proof that God loves us and wants us to be happy."

~ Benjamin Franklin

WARNING: The consumption of alcohol is a major factor in dancing like a retard.

"Without question, the greatest invention in the history of mankind is beer. Oh, I grant you that the wheel was also a fine invention, but the wheel does not go nearly as well with pizza."

~ Dave Barry

WARNING: The consumption of alcohol may make you think you can logically converse with members of the opposite sex without spitting.

And saving the best for last, as explained by Cliff Clavin, of Cheers.

One afternoon at Cheers, Cliff Clavin was explaining the Buffalo Theory to his buddy Norm. Here's how it went:

"Well ya see, Norm, it's like this... A herd of buffalo can only move as fast as the slowest buffalo. And when the herd is hunted, it is the slowest and weakest ones at the back that are killed first. This natural selection is good for the herd as a whole, because the general speed and health of the whole group keeps improving by the regular killing of the weakest members.

"In much the same way, the human brain can only operate as fast as the slowest brain cells. Excessive intake of alcohol, as we know, kills brain cells. But naturally, it attacks the slowest and weakest brain cells

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first. In this way, regular consumption of beer eliminates the weaker brain cells, making the brain a faster and more efficient machine. That's why you always feel smarter after a few beers."

WARNING: The consumption of alcohol may make you think you are whispering when you are not.

### **TO KILL AN AMERICAN:**

Written by an Australian Dentist....and too good to delete....

You probably missed this in the rush of news, but there was actually a report that someone in Pakistan had published in a newspaper, an offer of a reward to anyone who killed an American, any American.

So an Australian dentist wrote an editorial the following day to let everyone know what an American is, so they would know when they found one. (Good one, mate!!!!)

"An American is English, or French, or Italian, Irish, German, Spanish, Polish, Russian or Greek. An American may also be Canadian, Mexican, African, Indian, Chinese, Japanese, Korean, Australian, Iranian, Asian, or Arab, or Pakistani or Afghan.

An American may also be a Comanche, Cherokee, Osage, Blackfoot, Navaho, Apache, Seminole or one of the many other tribes known as native Americans.

An American is Christian, or he could be Jewish, or Buddhist, or Muslim. In fact, there are more Muslims in America than in Afghanistan. The only difference is that in America they are free to worship as each of them chooses.

An American is also free to believe in no religion. For that he will answer only to God, not to the government, or to armed thugs claiming to speak for the government and for God.

An American lives in the most prosperous land in the history of the world.

The root of that prosperity can be found in the Declaration of Independence, which recognizes the God given right of each person to the pursuit of happiness.

An American is generous. Americans have helped out just about every other nation in the world in their time of need, never asking a thing in return.

When Afghanistan was over-run by the Soviet army 20 years ago, Americans came with arms and supplies to enable the people to win back their country!

As of the morning of September 11, Americans had given more than any other nation to the poor in Afghanistan. Americans welcome the best of everything... the best products, the best books, the best music, the best food, the best services. But they also welcome the least.

The national symbol of America, The Statue of Liberty, welcomes your tired and your poor, the wretched refuse of your teeming shores, the homeless, tempest tossed. These in fact are the people who built America.

Some of them were working in the Twin Towers the morning of September 11, 2001 earning a better life for their families. It's been told that the World Trade Center victims were from at least 30 different countries, cultures, and first languages, including those that aided and abetted the terrorists.

So you can try to kill an American if you must. Hitler did. So did General Tojo, and Stalin, and Mao Tse-tung, and other blood-thirsty tyrants in the world. But, in doing so you would just be killing yourself. Because Americans are not a particular people from a particular place. They are the embodiment of the

**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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human spirit of freedom. Everyone who holds to that spirit, everywhere, is an American.

## WHAT IS BUTT DUST?

What, may you ask, is "Butt dust?" Read on as these marvelous stories unfold of what children think about and you'll discover the joy in it!

JACK (age 3) was watching his Mom breast-feeding his new baby sister. After awhile he asked: "Mom, Is one for hot and one for cold milk?"

MELANIE (age 5) asked her Granny how old she was. Granny replied she was so old she didn't remember any more. Melanie said, "If you don't remember you look in the back of your panties. Mine say five to six."

STEVEN (age 3) hugged and kissed his Mom goodnight. "I love you so much, that when you die I'm going to bury you outside my bedroom window."

BRITTANY (age 4) had an earache and wanted a painkiller. She tried in vain to take the lid off the bottle. Seeing her frustration, her Mom explained it was a childproof cap and she'd have to open it for her. Eyes wide with wonder, the little girl asked: "How does it know it's me?"

SUSAN (age 4) was drinking juice when she got the hiccups. "Please don't give me this juice again," she said, "It makes my teeth cough."

D.I. (age 4) stepped onto the bathroom scale and asked: "How much do I cost?"

MARC (age 4) was engrossed in a young couple that were hugging and kissing in a restaurant. Without taking his eyes off them, he asked his dad, "Why is he whispering in her mouth?"

CLINTON (age 5) was in his bedroom looking worried. When his Mom asked what was troubling him, he replied, "I don't know what'll happen with this bed when I get married. How will my wife fit in?"

JAMES (age 4) was listening to a Bible story. His dad read: "The man named Lot was warned to take his wife and flee out of the city, but his wife looked back and was turned to salt." Concerned, little James asked, "What happened to the flea?"

TAMMY (age 4) was with her mother when they met an elderly, rather wrinkled woman her Mom knew. Tammy looked at her for a while and then asked, "Why doesn't your skin fit your face?"

A particular Sunday sermon I think this Mom will never forget....

"Dear Lord," the minister began, with arms extended toward heaven and a rapturous look on his upturned face. "Without You, we are but dust."

He would have continued, but at that moment my very obedient daughter (who was listening!) leaned over to me and asked quite audibly in her shrill little girl voice, "Mom, what is butt dust?"

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## THE SEATTLE GOONEY BIRDS

The Seattle Gooney Birds assembled for our monthly luncheon and hanger flying at the *Seattle Airport Marriott* on April 19. There were 25 present for a good round of conversation and nourishment. Dick Woodin came down from Alaska to tell us a good joke and to sample some spring weather. Ray Dapp told a joke and showed us a photo of Iris Peterson, UAL's #1 flight attendant, who is retiring at age 85. She still looks good and was one of the best.

In attendance: Rich Hurst, Bill Brett, Jack Brown, Howard Holder, Herb Marks, Dick Woodin, Al Haynes, Dean Turner, Jeff Roberts, John Bley, Dick Anderson, Mark Gilkey, Dan Jessup, Ted Wood, Dave Carver, Dave Gardner, Gere Pryde, George Nicolai, Rex Joseph, Ray Dapp, Ken Anderson, Herb Breivik, Vince Evans, Ray Hull, and Mac McFarlin.

Our Annual Co-Ed Luncheon will be next month May 17 at the *Marriott*. The dinner cost will be \$25 per person, which includes parking. There will be a cash bar. Send your check for your reservation to Brent Revert at 9016 159th Pl. N. E. Redmond, WA 98052 or Bill Brett at 41020 228th Ave. S. E. Enumclaw, WA 98022. See you there.

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## 1945 SCENE AT LAGUARDIA



United's 25th Anniversary of the nation's coast-to-coast airway. In the cockpit, is Capt. E. Hamilton Lee, dean of all airline pilots, handing the mail pouch to Postmaster Albert Goldman and Fiorello LaGuardia, then New York's mayor. Lee was one of the pilots on the original New York - Washington air mail route of 1918.

# LETTERS

**BOB AND JULIE BEANBLOSSOM**—Medford, OR  
Greetings

Just got the last RUPA magazine and realized a year had already passed and I hadn't sent in a letter or dues. Actually, I left "the friendly skies (thanks Glenn)" a little early (2 ½ years) on a medical and was officially retired in March of '06. The medical issues are resolved and now I can look for another job... right... just hold your breath.

Married my high school sweetheart last May in Vegas, honeymooned in Hawaii and settled in Medford, Oregon. When time permits, I plan to build split bamboo fly rods and fish the Rogue River for steelhead. Julie (new bride) retired in October and we just did the RV tour of the Baja down to Cabo and back. We are home again for 2 months and then it's back in the RV and off to Colorado for the summer to fish for trout. Oh, didn't I mention, she also likes to fish. I could send a picture of her and the boat. But it would just break your heart.

I'm sure there is more to life than all of this but...

So, we spend our days just trying to do more and more of what we like; and, less and less of what we don't. We are up at 6 am with no schedule and by noon we are two hours behind.

Cheers to all,

*Bob*

**LEWIS H. BRUBAKER**—Bonita Springs, FL

Dear Ted:

Well another year, #86. Not without a few days over Christmas in the hospital due to loss of blood that took 3 transfusions to get up and out to an area health care unit for a week of therapy, and now I'm walking on my own again. Enough of the bad stuff. I hit the lottery a few times and things are looking up.

Thanks to you and the Folders and Stuffers.

Sincerely,

*Lew Brubaker*

**JACK W. DAVIS**—Greenwood Village, CO

Birthday time again. Enclosed is check for 2007. Thank all you folks for your effort and time to keep us informed about all our UAL friends. I really loved the last issue with all the (Old Geezer stories and When insults had class.)

Angie and I are still in good health and that says it all. Travel and Events are about the same as last year. Hello to all my friends. If you come to Denver give us a call.

*Jack*

**RALPH DILULLO**—Charlotte C.H., VA

Ted,

Didn't go no where.

Didn't do nothin'.

Strong as a horse.

Fit as a fiddle.

Semper Fi,

*Ralph*

P.S. Ted,

Check to Jim mailed 1 month early – I appreciate what you guys do – Thank you.

P.P.S. No computer, therefore No E-mail. Col.  
USMC (RET)

**DAVID ELLIS**—White City, OR

As I am in the last half of my tenth decade, I recall some of the better moments. I was senior enough to have served with 11 of the first 13 RUPA presidents.

After waiting 2 weeks on Okinawa for the war to end, with a DC 4, we flew into Tokyo to fly out prisoners. We bent the straight in enough to see the emperor's palace on one side and the Missouri on the other. This is where the Japanese signed the end of the WAR!! (With McArthur). The plane ahead of us had a problem and we were too close to taxi so I stepped back to ask for help to pinot the DC-4 so we could taxi. There was a rush to the door as all wanted to help. Liftoff, and what a cheer. Most had been there for years.

It was my good fortune to be on the crew that flew the very new DC 6 "The Patterson Special" SFO-HNL. It was Patterson's first return to Hawaii since he left on a sailing vessel. I had the issue of *TIME* magazine with Pat's picture on the cover. He signed it for me and I have it framed in my den. We spent about a week in HNL with courtesy flights most days. Service began May 1, 1947.

Firsts are always memorable. I was qualified and senior enough to be on the United Airlines first ever jet schedule, SFO/IDL. Kennedy was not yet president so no JFK. It was a stormy day in SFO. In loading the food, the truck body was lifted to DC-8 floor level, wind upset the truck, falling, fortunately away from the aircraft.

My wife of 30 years and I still enjoy spending the Summers in Oregon in our cabin on the Rogue River and our Winters in Sacramento with family. Our health is good and we have much to be thankful for.

*Dave*

**DAVE FORBES**—Atherton, CA

Just a quick up date; retired in 1999.

He's been a chief mechanic for EAA on their B-17 traveling around the country.

Also still working on the Lancair 360. It might be an antique by the time it is finished. Also, tuning up a T-210 bought last August.

Spent almost 3 months in Yuma, AZ this winter with a side cruise to the Hawaiian Islands round trip from LA.

Wife, Pat, is still flying, and is a VP Region 2 for the California Pilots Association.

**VERN FOSTER**—Enid, OK

Enclosed is my \$25.00 check for another year of the *RUPANEWS*. This month I will celebrate the big nine zero. Still in good health and still prop and fly my Luscombe 8-A built in 1939 – the year I took my first flying lesson at the old Wichita Municipal airport. This property is now McConnell AFB. Thanks to all who keep RUPA and the *RUPANEWS* airborne in such good fashion.

Sincerely, *Vern*

**BERNICE HAAS**—Carmel, IN

Please forgive my tardy remittance as I had a minor health concern and overlooked writing.

On a more positive note, I have recovered and was able to renew my driver's license – recognizing two minor restrictions – I have macular degeneration – more pronounced in the right eye.

Having successfully cleared that hurdle, I celebrated my 92nd birthday and continue to enjoy well chosen, middle of the day, ventures.

I still drive my 83 Cadillac Coupe de Ville. It only has traveled 96,000 miles - the early ones to Milwaukee, Green Bay and Door County.

I still enjoy the *RUPANEWS* though I know I can no longer find an old friend of the late '30 or '40s.

*Bernice*

Frank and Ernest/Bob Thaves



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**BOB HUSKEY**—Hendersonville, NC

Here I am late. I spent a week in the hospital and three weeks in a rehab center with knee replacements. So now I'm back to fulfilling my obligations. Except for the new knee which is progressing nicely I'm in pretty good shape for a 73 year old guy. My check is in the mail to James.

*Bob*

**R. C. "Skip" IRWIN**—Sarasota, FL

Hey Guys: Well, another year and I am getting my money in during my birth month. The year has really gone quickly. Pension issues are behind us and I am moving on. Do most of my traveling on Southwest, easier and cheaper.

My time in Florida is spent relaxing and boating. The summers are still spent in Ohio where Cindy and I are finishing the new home on the lake. I hope this year will do it. I spend a lot of time working on zoning and permit to develop my lakefront as a Pub. That will more than make-up for the pension loss.

Cindy spends a lot of time with our grandchild in Ohio and really misses her when we are in Florida. They are coming to visit us next week.

My second son is getting married in May so we will have to go back to Ohio a little early for a lot of get-togethers preceding the event.

Haven't flown an airplane since I set the brakes on my retirement flight and I don't miss it. Sure glad I didn't have to work to 65.

Hope you all have a great year. *Skip*

**BOB JOCZ**—Ormond Beach, FL

RUPA,

Thanks to all involved in getting out the *RUPANEWS!*

I can't believe that eighteen years have flown by since I have been retired. AND HERE I AM LATE AGAIN WITH GETTING MY DUES IN! I guess I'll never change. The dues and a little more will follow by U.S. mail.

Jo Ann and I are in good health for old people, but we sure waste a lot of time on doctors' appointments.

I had a surprise this year. 10 years have passed since I had a treadmill test, so I took one. Found I had two blocked arteries, had a couple stents put in. The first doc who read the results, said negative problems. During a follow up appointment with my regular doc re-read the results and spotted a small part of the heart wall that wasn't getting quite the amount of blood it should have been getting at the highest stress part of the test. When he put the stents in, he found that I had grown new blood vessels around the blockages, which was probably reason I had NO symptoms at all. I felt GREAT before the test, and I feel GREAT still. I probably could have been O.K. without the stents going in. **AND STENTS BRING THEIR OWN PROBLEMS.**

Anyway I'm happy to be here at 78 years old.

Both sons, Mike and Doug, still flying 57's and 67's out of Washington, and happy to have the jobs. BUT, the pay and work rules, make all very unhappy. I think that the United Airlines plantation slaves are about to revolt!

We are still spending 7 months in Florida and 5 months at our Lake Anna home in Virginia.

I think fondly about all my friends on the airline and am saddened with each passing of such fine people.

*Bob*

**FRED KEISTER**—Ft. Loudon, PA 56/90

Another nice winter spent here on MAUI. When we left here last April I was experiencing quite a bit of pain in both arms, shortness of breath, and tightness in my chest. After a month of doctors and testing, had a quadruple bypass.

Went to reunion of the 6th BOMB WG (H) B-36s last September. Another one planned this Sept., three days after the RUPA one in Seattle. That's about it for this year.

*Fred and Patricia*

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## LA BELLE CARAVELLE...UNITED HISTORY

This was forwarded from a friend...it relates some stories of how United Airlines obtained the Caravelle...

*[This speaker has not been identified –Ed.]* I have the very good fortune to learn from Percy Wood about the factors that went into the decision to purchase the aircraft and the events that led to its introduction at United. Ed Beamish tells us about how weather affected one of the early demonstration flights and we enjoy another contribution from Duane Buckmaster, this time about a female passenger who protested the "men only" rule on the Executive flights. Bud Fletcher tells us about the Caravelle training flights at CYS while he had the responsibility for writing the Passenger Service orientation booklet for the aircraft and Bill Groundwater reminds us of something we were all advised to tell passengers about Caravelle landings.

Let's start at the beginning with Percy's narrative:

**Percy Wood:** Bringing up the Caravelle certainly triggered a lot of memories for me, so I will try to relate the story of the reasons why we bought the Caravelle and the process we went through since it was different than other purchases in many ways.

In the late 1950's Lockheed developed the Electra, a turbo-prop airplane, for short to medium trips which could not be handled economically by any of the jets of that era. The Electra was purchased by Eastern and AA and would definitely affect UAL, however Jack Herlihy, who was Vice President of Engineering and Maintenance, had great questions about the safety of the turbo-prop (which subsequently proved correct) and he convinced Mr. Patterson and the Board that we should not consider buying the Electra but instead look seriously at the Caravelle. We knew at the time that it had shortcomings but maybe they could be overcome, also Jack felt that using the Caravelle would end the Electra threat and force the development of efficient short haul jets. The Board and a few others knew we were going to buy a loss leader for those reasons.

At that point, I started the development of the most interesting project and exciting time that I believe I had during my whole career. Mr. Patterson told Jack to take two fellows and to go to Europe to evaluate the plane. Jack picked 'Slim' Learned and me to go with him. We were to go to London to visit the Rolls Royce engine people and then to France to see Aerospatial. (Called Sud Aviation at that time).

Since this was the first serious approach by a US airline regarding the Caravelle we were treated like kings, wined, dined, chauffeured to our hearts desire. When we flew to Toulouse, France, we [were] picked up in London by Charles De Gaulle's (then president of France) Caravelle. The Caravelle was assembled in Toulouse as it was manufactured partly in France but also parts came from England, Germany, and Spain.

When we returned to Chicago we reported to Mr. Patterson and the Board that it appeared to be a very well engineered and sound airplane. It had two problems, one was its weight limitations at Denver on a hot summer day take off and second it used old style hydraulic oil whereas UAL had converted to Skydrol (a fire proof fluid). However the Rolls and Sud felt these could be overcome. It was agreed to proceed to develop a specification and contract for the purchase of twenty or more planes.

I was selected to lead the team to France to develop the spec and contract. Curtis Barkes was to develop the financing with the companies and the necessary assurances that both governments would honor any contract we signed.

The team was Don Maggerral, Gus Sommemeyer, Carl Christenson, Elmer Buckthal, Ralph Glasson, John Stern (who later became factory rep) and two or three more engineer's but my memory fails on their names. We all met in Paris and took the overnight train to Toulouse. We had super hotel rooms and meeting rooms for our evening critiques. This was needed as each man was assigned a section of the specification to review and to report on each evening. We had a rule that only water was served at the meeting. That definitely cut down on long winded dissertations... (Oh yes, the hotel had an elevator but you could only ride up, you had to walk down)

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None of us spoke French but interpreters were provided, the spec. was in English so we got along pretty well. At the end of the first week the question arose how do we know that they wouldn't tell us one thing but mean some thing else as we couldn't understand all their side conversations. SAS had bought the plane and I had Engineering friends there so I flew to Stockholm to ask them how they had handled that problem since they all didn't speak French either. They said they had an engineer in their group who spoke not only French but German and he was forbidden to talk. SAS said after a few days they were convinced that the Sud people were absolutely honest. Problem solved.

In order to help but not really solve the Denver take off problem Rolls agreed to add one more stage to their engine to increase the power and hydraulic question, we settled on requiring some major line re-routings to reduce their exposure to damage, we felt forcing the French to change oils would possibly reduce the safety of the plane. This was especially crucial as the Caravelle was the first commercial transport to have completely hydraulic powered flight controls. The Caravelle did what we intended and forced the development of bigger and better short haul jets and did provide us an edge in the meantime.

One short side line, the French are very protocol minded, my title was Asst. VP and other's titles were VP's and it took the letter that I had from Mr. Patterson to convince them that I was in charge even though Don Maggerral and Gus Sommemeyer told them that was the case.

Unbelievable experience. *Percy*

**Ed Beamish:** I was on a Caravelle demonstration flight with a number of United officers. We took off from O'Hare and headed north toward Minneapolis. While we were aloft, O'Hare closed because of weather. There was discussion of alternates. St. Louis and Kansas City were suggested. No one was happy about this having just come for a joy ride. Then one of our flight officers asked if the airplane was Midway capable. Midway was still open. After much discussion, chart checking and the like, the crew indicated that Midway was okay.

I was sitting next to Hal Nourse. The Toulouse crew had never seen Midway before, but we did have a United pilot in the cockpit. Nourse's knuckles were white on the armrests as we came in very low over 63rd and Cicero and made a nice landing at Midway. There was a small cheer.

One of the reasons we acquired the Caravelle was Patterson's resistance to the Electra - (a view initiated by Jack Herlihy). Turned out to be a prescient view. My memory may be faulty, but I think Herlihy was still head of SFOMB at the time.

Best regards, *Ed Beamish*

**Duane Buckmaster:** I just can't resist one more recollection about Caravelles and executive flights and the "men only rule". A female CEO of a company (in Indiana, I think) made a reservation on an Executive Flight from Chicago to New York, but was denied boarding because of gender. She wrote [a] letter of protest to George Keck, then UA's CEO. The line in the letter that is imprinted on my memory was: "What are you running, Mr. Keck, an airline or a whore house?" I don't remember UA's response.

*Buck*

P.S. My apologies in absentia to the late George Keck, a man for whom I had much respect.

**Bud Fletcher:** I was a staff rep - Field Training - working for John Heavey in CYS at United's old training center, when the CVL was added to the fleet. One of my assignments was to write the Passenger Service orientation booklet for this aircraft. But my fondest memory was watching hundreds of Cheyenne citizens lining the fence along the east-west runway every afternoon to catch a glimpse of the first commercial jet aircraft to make an appearance at CYS. Training flights which had originated in the morning at DEN were headed back in mid-afternoon, and they used CYS for touch and go practice.

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I don't know about its flight characteristics from a pilot's viewpoint, but I do know that Caravelle's lines made it look like a graceful bird in flight. Grandparents, moms and dads and kids all were pressed up against the fencing, looking into the eastern sky and then pointing and cheering as the plane came into view. Who knows how many generations had their first encounter with jet flight during that period when the Caravelle swooped down for its regular mid-afternoon appearance. For a time, it was the most exciting thing that ever had happened in Cheyenne.

*Bud Fletcher*

**Bill Groundwater:** The thing I always remember about the Caravelle was the visible water vapor that came pouring out of the air vents on landing. The flight attendants always had a little spiel to assure the passengers that the plane was not on fire!

*wdg*

Thanks to Percy, Ed, Buck, Bud and Bill. Informative and entertaining memories about one of United's most popular aircraft.

I'd like to mention that while I'm still attempting to lure more of our ex-officers to contribute their career autobiographies, last year I mentioned to Howard (and I think Percy and Jim Hartigan) that as a follow-up to the autobio series we could consider similar, though shorter historical write-ups about major events in UA's history. That would open the door to much more historical material. Turns out the Caravelle just happened to pop up but with Percy's detailed narration and the associated stories and reminisces from our other contributors, this has turned out pretty well. I hope you agree and trust this concludes the Caravelle "chapter."

Perhaps from time to time in the future we'll have the opportunity to "visit" additional fleet, marketing and other major UA issues. I invite those of you who played major roles in such events and are willing to do a write-up to let me know. In the meantime, thanks to all who contributed to the Caravelle "diaries".

Have a wonderful day....pardon moi; bon jour!

*Steve* [?]

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### ON BEING LATE...

Bob was in his early 60's, retired and started a second career. However, he just couldn't seem to get to work on time. Every day, 5, 10, 15 minutes late. But he was a good worker, real sharp, so the Boss was in a quandary about how to deal with it. Finally, one day he called him into the office for a talk.

"Bob, I have to tell you, I like your work ethic, you do a bang-up job, but your being late so often is quite bothersome."

"Yes, I know Boss, and I am working on it."

"Well good, you are a team player. That's what I like to hear. It's odd though, you're coming in late. I know you're retired from the Air Force. What did they say if you came in late there?"

"They said, "Good morning, General."



**DON KYTE**—Fort Myers Beach, FL

Dear Ted

I need the help of our RUPA members, especially the ex-PAA members to help me locate a former PAA Second Officer who worked with me on a memorable flight in an L1011 from SFO to Osaka shortly after the Russians shot down KAL #007. We had a fuel transfer problem that had all three of us sweating. (I have lost my log book with his name.)

I am working on a fictionalized version of this real incident for a book I am working on. We had been dispatched with the fuel gauge for the #3 engine inop. We were fueled with ALL tanks full, as per the MEL. We didn't realize we had a problem until the #3 engine ran out of fuel and would have flamed out if we hadn't cross-fed fuel in time to prevent it. We ran some experiments to try to determine if the fuel was in the reserve tank or had been lost overboard by some unknown failure. When we were convinced from the last experiment that it was GONE, all three of us got very busy at once.

Our S.O. managed to restore SOMETHING that showed fuel was now transferring, and saved the day. I don't want to give away too much of the story at this point, but it will make an exciting story. It was certainly exciting to us at the time.

I remember that the S.O. was a General in the Marine Air Corp Reserve (I believe) in charge of a large Fighter Group of some sort. He was our hero. Sure would like to get in touch with him to get his version of what happened. Anyone who could help me please contact me at [dvkyte@comcast.net](mailto:dvkyte@comcast.net). I would love to buy or borrow a United L-1011-500 flight manual, or at least the fuel management portion, including the Irregular Procedures, as well. Capt. Don Kyte UAL retired. DC-6/7/8 B727, B-747, and my favorite: Lockheed L-1011 (partly because the galley was right behind the cockpit!)

*Don*

**DON & RACHEL LEISSNER**—Hilton Head Is, SC

Greetings to all. We are very much at home in South Carolina. Playing a lot of golf and enjoying visits from friends and family. Mike, a teacher,

wife, son and daughter live in Bottalo Grove, IL and Steve, a pilot, wife, daughter and son live in Chelsea, MI.

73 doesn't seem so old now that I'm there.

We do spend the summer in IL, 436 Shoreline Road, Lake Barrington, 847-381-7371. When you are in the area call or stop by for a visit.

Best to all, *Don*

**RL "PETE" MAURY**—Florence, OR

Hi All,

That time again, checks in the mail. Thanks to all the staff that helps put the *RUPANEWS* together.

Maureen and I divorced in January, she and I both happy. She's still Medical Transcribing, I'm still involved with the Elks, Lane County Roads, ham radio, and coffee drinking at airport. Leaving May the first to tour the country by motor home again. Kids both doing fine, and my health is pretty good.

[maury3@oregonfast.net](mailto:maury3@oregonfast.net)

**MR. BOFFO** Joe Martin



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**SIMPLE TEST REVEALS...**  
**HOW YOUR BODY CAUSES CANCER TO GROW FASTER —**  
**AND HOW YOU CAN STOP IT**

**By Robert Jay Rowen, M.D.**

Many years ago, this newsletter showed you how drugs can actually fuel cancer and cause it to grow. But now there's evidence that drugs aren't the only fuel that feeds cancer. Your body actually creates a fuel that's far more dangerous than drugs. In fact, the amount of this fuel your body creates determines how fast your cancer will grow.

And while this sounds terrible, there's some great news to go along with it. Because your body creates this fuel, and because we already know why your body creates it, we now have a lot more power over cancer than ever before.

In fact, if you already have cancer, we can now determine how aggressive that cancer will be. But, more importantly, we can put a clamp on cancer's feeding tube. That means you can stop feeding your cancer and let it go hungry.

On the other hand, if you don't have cancer, we now have a pretty good idea of how to predict your cancer risk. And we also have the ability to prevent it from ever growing in the first place.

All of this means you and you alone can control your major risk of invasive cancer. Not your doctor. Not your pharmacist. Just you!

The fuel I've referred to is insulin. You might remember that I've repeatedly referred to insulin as the hormone of aging and death. With this report, you'll understand much more of that statement.

Insulin, as you know, is the hormone that controls your blood glucose (sugar). Your pancreas makes more insulin when you ingest carbohydrates, especially simple or refined carbs. Your body knows that too much sugar is bad for your circulation, eyes, kidneys, and just about every part of your body. When blood sugar is too high, it can reduce the blood flow to your capillaries (smallest blood vessels). You don't want that. So your body's control mechanism is insulin.

But too much insulin carries its own problems. Insulin converts the excess carbs into fat for storage. It stuffs the fat into your arteries, increases your abdominal fat, and raises your cholesterol, uric acid, lipids and blood pressure. This results in what is now called metabolic syndrome.

Now, how does insulin relate to cancer? Jan Hammarsten, MD, PhD, a urological surgeon in a Swedish hospital, has the answer. He's been at the forefront of research into the connection of insulin and prostate cancer. While most of his research is on prostate cancer, it applies to most, if not all, other cancers.

Dr. Hammarsten says there's no evidence that insulin actually causes cancer. However, several medical studies report that insulin is a stimulus for prostate cancer (and other cancers) to grow and become more aggressive. And now Dr. Hammarsten's team has made the definitive connection. In a study conducted between 1995 and 2003, they studied 320 patients with biopsy-proven prostate cancer. They also measured the size of the prostate with ultrasound. And they did lab tests for insulin and all the parameters of the metabolic syndrome of high insulin (cholesterol, triglycerides, and uric acid).

His team found that insulin caused disease to become more aggressive. In fact, the men who died had a faster rate of benign prostate tissue growth, and they had more aggressive scores on their cancer biopsy samples.

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But perhaps their most important finding was that blood levels of insulin (as measured after an eight-hour fast) were directly associated with lethal clinical prostate cancer. This confirmed that your fasting plasma insulin is linked to your ability to survive prostate cancer. The higher your scores, the more aggressive the cancer, and the less likely you'll survive.

What all this means is that fasting insulin levels can predict not only how aggressive your cancer is going to grow, but also what your prognosis is. And this measurement is more accurate than the stage of the cancer or your PSA level. So, in my book, the fasting insulin level is now your most important marker for your ultimate risk of dying from the disease. That's the bad news.

Now for the good news. These findings suggest that even if you already have cancer, you can still change your risk. All you have to do is reduce the amount of insulin your body produces.

But does it work? Indeed, it does! Low-fat guru Dr. Dean Ornish found that cancer markers in men on his plant-based program actually decreased over a year. But men on the control diet (the standard American diet) saw their tumors march on.

So what should you do? In light of this news, I now think most everyone should change their diet to a low-fat, low-refined-carb diet. That's the only way to keep your cancer risk low. It's the diet I've followed for years and my risk is very low.

Beyond that, ask your doctor for a fasting insulin test at least once a year. It's the best way to determine how fertile your body is for cancer. Your fasting insulin level should be less than 5 mU/L according to the lab. But the closer to zero you can get, the better. The last time I checked my fasting insulin, it was not detectable. That's because I eat almost no sugar or refined carbs. If you don't have a sugar (carb) demand on your pancreas, it will not have to make insulin.

You may have to go to an integrative physician to get the test done. And even some of them may resist. One of my colleagues was disciplined 10 years ago by a state board for daring to order the test. The negligent board was only 15 years behind the eight ball. But please persist. And if he tells you that your level is in the "reference range," remember that many who are sick or at risk are within that range. Ask for the specific number. You now know how to interpret it. The closer to zero, the better.

By the way, you don't have to be heavy to have high insulin levels. Many people are able to keep relatively trim due to exercise and other factors, while their insulin is higher than it should be. Unless your diet is pristine, the lab test makes sense.

Ref: Hyperinsulinaemia: a Prospective Risk Factor for Lethal Clinical Prostate Cancer," *Eur J Cancer*, 2005 December;41(18):2887-95; Epub 2005, October 20. 44412 (5/2006); Ornish, D. et al. *J. Urol.* 2005; 174(3):1065-9.

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**MARTY MOREHEAD**—Boca Raton, FL

I moved into St Andrews North retirement home last month, just wanted you to know I no longer live in Boca Del Mar, but on 6152 Verde Trail North, Apt#A220. Boca Raton, FL 33433- 2430. My new phone is 561-482-4445.

I have a nice 2 bedroom 2 bath apartment, and soon it will be open house if I can just unpack the boxes. My health is quite good, but I can't walk very fast, but still drive, and play bridge and go to church every Sunday, & volunteer in the church office one afternoon a week answering the phone. My older son Jim, retired airline pilot, lives a few miles down the road, my daughter and her husband still live in Carlisle, PA and have a winter home in Cape Coral, FL, across from me on the west coast of Florida, where it is cooler in the winter, and hotter in the summer, as the gulf stream has a great effect on the temperature. Or so I've been told. They also have two black labrador mix dogs. My younger son, Glen still lives in Houston, TX and I go there once every summer to see the Astros play in the ball park which has a retractable roof which makes it comfortable for the first 7 innings, then they open it (unless it is raining) when it cools off (most of their home games are in the evenings). His daughter is now a Junior at Univ. of Houston.

Well, that is it, Florida may have a few hurricanes but my apartment is on the 2nd floor, so I doubt I would have to evacuate, as it is far from the water. JoAnne and Frank have 2 daughters, both with live-in boyfriends, Sharon lives in Philadelphia and Krista in Carlisle. Jim's only child, my only grandson, lives in Reno NV. He is a senior in college.

Best wishes to y'all!!

*MM*

**BYRNE B. SANDS**—Huntington Beach, CA

89 and holding! We sold the Sun City house and returned to Lake Tahoe in Nevada, the jewel of the Sierra. We're now making another move to senior living in Huntington Beach in Southern California. Hazel will undergo radiation treatment for another cancer, this time in her neck.

I am saddened over the loss of my very good Tracy Ace buddy, Scotty Devine, an excellent pilot and

wonderful friend. I know he had clear skies and a perfect landing when he flew West!

Enclosed is my dues for this year. Thanks for all the work everyone does to provide all of us "Retirees" news about life after "60."

*Sandy*

**RONALD E TAYLOR**—Issaquah, WA

Hi Ted,

Another busy year, after spending January thru April in Peoria, AZ, we spent the summer in the northwest, including a move to a larger townhouse. My companion Genny, and I booked a cruise in September, starting in Bangkok, and ending up in Cape Town, S.A. 28 days later.

Interesting stops along the way, and a couple of safaris, made it a memorable trip. Lots of interline travel, but always good to get back on United. Took in our Annual Owners meeting at the Mana Kai on Maui, and back to Issaquah for Christmas with family. Thanks Ted, for your work and all those who contribute so much for RUPA.

*Ron*

**NORM WITT**—Palos Verdes Estates, CA;

LAX 1956--1988

Today is April 18, 2007, if I live to May 2, 2007 I will be 80 years old! I have outlived most of my close friends.

This is a time to reflect and try to accept where I am and try to visualize where I may be going--up or down?

The past several years I have played the clarinet and saxophone with some other "old guys" including one who forgets almost everything. He is lucky that he lives in Leisure World and ladies volunteer to drive him to our practice sessions. Our specialty is the swing music of the late 1930's up to about 1960. I have purchased 160 musical arrangements of that era for an eight piece band--alto, tenor and baritone sax, trumpet, trombone, piano, string bass and drums. The original arranger is 88 years old and has told me to "keep a song in my heart" (to borrow a phrase from Lawrence Welk) and I will live longer--not sure if I

want to do that! I still have the Chronic Fatigue Immune Deficiency Syndrome (CFIDS) but not as frequently since I have stopped swimming in chemically treated water. Playing with a swing band is good therapy and brings back fond memories.

A friend, Leon Waldman, who was my roommate at Randolph Field, Texas in 1950 recently located me, thanks to Doug Rankin. Doug and Leon attend a weekly meeting of aviators and friends at a *Wendy's* restaurant in the San Fernando Valley. Leon had been a B-17 gunner during WWII and flew on 50 missions with the 483 Bombardment Group from Sterparone, San Severo-Pisa, Italy in 1945. It was a sad day when Leon got eliminated from Class 51-D in the USAF. Leon was highly motivated and a very dependable person. Starting out to learn to fly in the North American AT-6D, was too much for many good men. The USAF wasted a lot of money on that experiment and then went back to smaller airplanes for Basic Training.

My grandson, Lance Cpl Andrew Chambers, USMC, who served six months in Iraq is now again eligible to return to Iraq in May. In the meantime, he was placed on inactive duty and graduated from the Los Angeles City Police Academy. With the present troop build-up, I would be surprised if he is not sent back to Iraq very soon.

*Norm Witt*

e-mail: normwitt@msn.com;  
Ham Radio Call: WI6TT

**VINCE & PAT YOUNG**—Kerrville, TX and Dolores, CO

GREETINGS to TED and ALL YOU SURVIVORS of MAINLINER BASEBALL:

I just read that the secret to avoiding heartburn and acid reflux is to think happy thoughts and get rid of your anger and hostility. I am taking that advice. I have sold my 55 shares of UAU that the Court so generously granted me. Be sure to check the numbers on your W-2 because they couldn't even get that right.

When we travel, it sure as hell isn't on United, too stressful and I hate being looked at by the passenger agent the way a bull looks at a bastard calf. Senior fares on Southwest will always get you

a seat and the cost is not much higher than the so-called freebies from Untied. With a little luck I will never hear from UAL again. What a HAPPY THOUGHT! Goodbye Heartburn.

Life is good here in the Hill Country. The Blue Bonnets are great this year. Pat and I head for the summer pasture in Colorado about the first of June. Then we are going on a cruise out of Juneau on a small boat which can get into the spots the big dudes can't.

Best wishes,

*Vince & Pat*

## ***IN MEMORIAM***

**DAWN CRITCHLEY BALLEW**

1935-2007

Dawn passed away on March 22, 2007, after suffering a stroke. Born in Portland to Donald and Lola Critchley, Dawn and her sister, Lois, moved to the Oak Grove area where she attended Oak Grove Elementary and Milwaukie High School, class of 1953, before attending the University of Oregon.

After college, she worked as a stewardess for United Airlines, where she met and married William Clifford in 1957. They settled in San Carlos, Calif., and had two children, Mindi and Craig. Dawn was involved with several charities that attracted her participation. Dawn and Bill were married for 22 years and remained great friends until his death in 1994.

In the early 1970s, Dawn began her political career that would last until the mid-1990s. Dawn spearheaded numerous city, county, state, and presidential campaigns, which all received her tireless enthusiasm. One of her first campaigns, for Republican Bob Naylor's first try at State Assembly, was so successful that the opponent dubbed her "The Dragon Lady," which she took as a huge compliment. She worked for Bob as his administrative assistant for his entire time in office. She ran the San Mateo County's Republican Central Committee until 1992.

While attending a high school reunion, she met Jerry Ballew again after 30 years since their first encounter in the 6th grade. They married in 1994 in San Carlos before moving to Oregon and settling in Oregon City.

Dawn enjoyed talking with friends near and far, sending little notes of interest to them. She also enjoyed a wide range of music, her garden, and many flowers. Traveling to California to visit with friends, talking world events, and seeing her children were the things she loved in life. Dawn found joy in living life to her fullest. She treasured all her friends, whether she had just seen them yesterday or years ago.

Dawn is survived by her husband, Jerry Ballew; her children, Mindi D. Clifford Garman of Port Orchard, Wash. and Craig W. Clifford of Oakland, Calif.; and nephews Gary, Mike and Mark Smith.

The family suggests memorial remembrances may be contributed to any of the following: Special Olympics, VFW or The Salvation Army.

## **GEORGE PAULL**

Ladies and Gentlemen,

I regret to inform you of the death of Mr. George Paull, Chief Dispatcher, last Sunday evening, April 15, 2007.

George had been in 'bad health' for several years. In 2001 he had a pacemaker installed and in 2005 was diagnosed with cancer in the esophagus area but was not able to tolerate the chemo treatments; this subsided for a while but came back a year later.

I talked to George's daughter this evening. George turned 85 on January 12th. Then in late February he had a mild stroke. He went to the hospital and then rehab but then she said his systems just started to 'shut down' and was taken back to the hospital on Thursday, April 12 and died the following Sunday.

*Funeral Service: Friday, April 20th, 1 PM  
Sleepy Hollow United Methodist Church  
Falls Church, VA 22044*

*Burial: Friday, May 11th, 1 PM  
Quantico National Cemetery  
Quantico, VA*

Cards may be sent to:

Mrs. Linda Mays  
6637 Spring Valley Drive  
Alexandria, VA 22312-2136

## **TRIBUTE TO NOEL B. SUMMER**

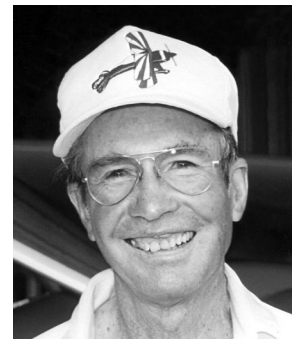
Noel was a man of great passion and boundless energy about the things he loved: his wife, his family, his home, golf, his fellow pilots, and without a doubt all the airplanes he meticulously built and flew. He loved watching his sons compete in aerobatics, in a Pitts Special that he built. He, too, was a great aerobatics competitor and fellow judge.

In Noel's Minerva High School yearbook of 1944; asked for his future plan. He said, "To be the best pilot in the USA", and he almost made it.

He graduated May 30, 1944 from Minerva High School, in Minerva Ohio. By June 13, 1944, he was in Camp Lajuene, N.C. in the Marine Corps. He fought in the South Pacific on Okinawa traveling on the north side of the island.

On December 4, 1951 Noel was hired by Capital Airlines. Capital eventually merged with United Airlines. He began his 34 year flying career on the DC-3 and ended with B-747 flying International.

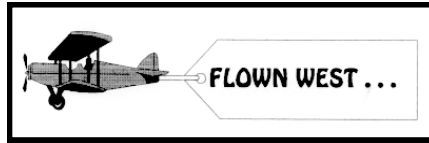
Noel and MaryEllen have 5 children. A friend once said, "Those kids are all clones made from spare airplane parts." After 58 years of marriage it will be hard to go on without him, but we will all try to live our lives as he would have wanted, with a big smile on our face, just as Noel always had.



Our son's final e-mail to his Father was, "Fly West Dad, for it is a trip we all must take, and someday I too will follow. Love, Neal Kay."

Noel Bertis Summer took his last flight to be with the Lord on February 17, 2007 after a very brief illness. Our lives will never be the same. His family will miss him and honor his memory forever.

*MaryEllen Summer*



<b>RUSSELL H. STEPHENS</b>	<b>2/11/2007</b>
<b>DAVID G. MITTON</b>	<b>2/24/2007</b>
<b>ROBERT E. SMITH</b>	<b>2/26/2007</b>
<b>JOHN KENNETH WILLIAMS</b>	<b>3/19/2007</b>
<b>GEORGE S. PAULL</b>	<b>4/15/2007</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—*McCormick Ranch Golf Club* - 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. 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  
3rd Thu Feb, Apr, Jun, Oct, Dec. NE FL —*Spruce Creek CC* - 386-760-0797

### 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: May 23, 2007**

**Mailing: June 6, 2007**

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**RUPANEWS**  
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