



RUPANEWS

Journal of the Retired United Pilots Association

Volume 9 Number 9

(Journal 576)

September, 2007



IN THIS ISSUE

President's Message
Notices
About the Cover

Page 3
Page 3-16
Page 3

Letters
In Memoriam
Calendar

Page 16-45
Page 45-46
Page 48

—OFFICERS—

President Emeritus: The late Captain George Howson

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

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

Sec/Treas: Bruce McLeod, PO Box 8044, Foster City, CA 94404-8044, 650-712-1532 bm1532@yahoo.com

Membership Bill Richards, 1421 Canberley Ct., Trinity, FL 34655 727-375-9859, wrichards4@yahoo.com

—COMMITTEE CHAIRMEN—

Convention Sites.Ron Jersey ronaldjersey@aol.com

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

WHQ LiaisonMilt Jensen mcjensen@runbox.com

Widows CoordinatorCarol Morgan perdidol@cox.net

.....Patti Melin pjmelin@aol.com

RUPA Web MasterArvid Von Nordenflycht arvidvn@yahoo.com

RUPA WEBSITE..... rupa63.org

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

—BOARD OF DIRECTORS—

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

**Here is how to renew your subscription to the RUPANEWS
or change your Address or any other personal information:**

The renewal date for your subscription is always printed on the address label on the back page of your most recent copy of the RUPANEWS. If you have moved, the Post Office will forward the RUPANEWS for only 60 days. If you have two addresses in the database (Snow Birds) you must notify us when you want them switched by one of the following methods:

Send your \$25 renewal check or updated information to:
RUPA, PO Box 8044, Foster City, CA 94404-8044 — or —
E-mail: bm1532@yahoo.com — or — phone: 800-787-2429

—RUPANEWS—

Editor Ted Larusson

8229 Cashel Way, Sacramento, CA 95829-1527

Telephone (916)-689-5358

E-mail: tlarusson@comcast.net

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

PRESIDENT'S MESSAGE

This is the last *President's Message* I will write, as the Seattle Convention will be held exactly one month from now and Larry Wright will be assuming the office. I've found that one of the hardest jobs as President was finding something of interest to write each month. I'm sure many of you think I ran out of those things many months ago. Well I tried!!

Ron Jersey has informed me that we have approximately 140 people signed up for the convention. Before I leave office I must wholeheartedly thank Bob and Margie Reid for stepping forward and volunteering to organize this event. I've talked to Margie several times and know what a great job she and Bob are doing. You cannot put on a convention without the help of the locals who live in the chosen site, and we always seem to have someone willing to take over the job. I'm sure we're going to have a great and memorable convention. Thanks again Bob & Margie and all your helpers. You are greatly appreciated!!!

You **Snow Birds** will soon be heading South for the winter and I want to remind you to send your address changes to our new Sec/Treasurer, Bruce McLeod. I am still getting many dues checks and address changes sent to me, so I just have to forward them to Bruce. Remember to send your dues checks, made out to RUPA, to our NEW ADDRESS listed below. This information is also listed on the opposite page along with our **800-787-2429** number. Bruce advises me that many of you send updated information via snail mail or telephone even though you have email. **EMAIL IS THE BEST WAY TO SEND INFORMATION AND ANNUAL LETTERS.** You don't have to worry about formatting we'll take care of that, just send it as a normal email message. The nice thing about email is we don't have to decipher your hand writing, and believe me sometimes that is very difficult.

RUPA

PO BOX 8044

FOSTER CITY, CA 94404-8044

bm1532@yahoo.com

As I come to the end of my term as President, I would like to thank the many people who helped and supported me along the way. Without individuals like Floyd Alfson, Rich Bouska, Bruce McLeod, Larry Wright, Bill Richards and all of the members of the Board of Directors there wouldn't be a RUPA! The entire workload always seems to fall on the same "Usual Suspects" and their respective supportive, long-suffering wives. Thank goodness we have some "young blood" stepping up in the likes of George Hise, our next Vice President, and Ron Jersey, our Convention Sites Chairman and Vice President in waiting. Of course the glue that holds us together is the *RUPANEWS* currently edited by Ted Larusson and lovingly dispatched by our loyal *Folders and Stuffers*.

My supportive, long-suffering wife, Rose, and I hope to see you at the convention. Cheers, *Cleve*

ABOUT THE COVER

Ted, thought the guys that flew the B-747SP would enjoy seeing where one of the planes they flew wound up. Below is a brief description & a photo of United N145UA B-747SP. Regards, *Bob Burns* (Connecticut version) P.S., Received this from a retired NASA engineer who now lives in Indiana--his name is Robert L. Burns which is also exactly my name. He saw a letter I had written that was published in AW&ST sometime ago & saw my name which is the same as his & so he tracked me down--anyway he is an accomplished photographer & sends me many great A/C shots.

"This particular aircraft was the PAA named Clipper Lindbergh and had been christened by Anne Morrow Lindbergh on the 50th Anniversary of Charles Lindbergh's solo transatlantic flight. The Boeing serial number is 21441. The registration number during its PAA days was 536PA, **and later with United it was N145UA.** It currently carries the NASA registration of N747NA. Also, United is still involved in maintaining the bird for NASA."

-RLB

SFO ANNUAL RUPA PICNIC

MOTHER NATURE dealt the ninety attendees of the SFO RUPA Picnic a terrible blow. It was windy, windy, windy! A wonderful site had been selected at Coyote Point with concrete tables and benches, raised tables for serving and restroom facilities nearby, but we didn't count on the wind. Every time we visited the site it was warm and sunny (no wind). How quickly we forget how capricious the wind can be across San Francisco Bay.

An assortment of hors d'oeuvres was provided by attendees. The catered meal consisted of BBQ chicken, roast Tri-tip, chili, potato salad, corn on the cob, green salad, garlic bread, watermelon wedges. Dessert was also supplied by attendees and consisted of carrot cake, peach cobbler, and chocolate cakes.

Everyone seemed to enjoy the food/beverages and the opportunity to visit with old friends and, perhaps, make new ones.

Those who braved the wind were: Alfson, Floyd/Charlene; Berg, Marty/Jean; Bernard, Al/Jo; Blaseck, Wally; Bouska, Rich/Georgia; Brauch, Gary/Diane; Callaghan, Bob/Burkie; Clinton, Bob/Roz; Chapman, Chappie; Strong, June; Cramb, Sam/Billie; DeCosterd, Buddy/Alice; DeLisle, Gerry/Sheila; Devine, Emily; Donnelly, Mike; Duffy, Ed/Peg; Ebenhahn, Bob/Jill; Eckert, Terri/son, Kai; Fink, Al; Garcia, Sharon; Odell, Lois; Gillett, Carol; Gordon, John/Rita; Hamley, Barry/Ginny; Hastings, Jim; Hooning, Dick; Johnson, Dick/Jeri; Jundt, Howard/Pat; Lawrence, Bob; Kirby, Tom; Larusson, Ted/Cally Frey; Lynch, Bob/Kathy; Mazzola, Frank/Kay; McAfee, Bob; McEachern, Cam/Bessie; Nelson, Barrie/Sharon; Norris, Bob/Dee; Orchard, Sam/Mickie; Plank, Jay/Claire; Pogue, Ed; Ramseur, Walt/Mary/grandson; Roberts, Virginia, Stewart, Emiko; Royall, Bill; Segars, Chuck/Pat; Smith, Bill/Pat; Sperling, Dick; Spring, Cleve/Rose; Stefanki, John/Dorothy; Taylor, Jim; Traube, Isabell; Tritt, Gene/Glenna; Walter, Gene/Carol; Weber, Ron/Madelon; Witherow, Bob; Wright, Larry/Pat.

Thank you to those of you who found us struggling with table preparation, in the wind, and came to help.

Larry & Pat Wright



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:

**RUPA, PO Box 8044, Foster City, CA 94404-8044 — or —
E-mail: bm1532@yahoo.com — or — phone: 800-787-2429**

DANA POINT HARBOR RUPA LUNCHEON

Great day at the Harbor. Clear and with a good wind to cool off the Deck at the Wind and Sea Restaurant. Understand that 'Snuffy Smith' was the early arriver! Bill Rollins ran into him one week ago on Tuesday, in the Harbor looking for a meeting. (Come on back on the 3rd Tuesday Snuffy.)

The Group that assembled on the Deck included:

Park Ames, Carlos Bernhard, John Grant, Rick Hoefer, Jerry Meyer, Bill Meyer, Ted Simmons, Bill Stewart, Joe Udovch, George Webster, Ed Krieger and Bob Horne.

Welcome Bob! He listed his date of retirement as '81' with 31 years with UAL.

Much talk of the 'coming out' parties at Delta and at UAL (UaUa) (The RUPA site has a good comparative of the employees' feeling.) The Delta employees were toasting their management. The UAL group wished their management was "Toast"!

Then lively talk turned to the Twin Towers and all of kinds of different scenarios of what really made the Towers come down.

Ron Cordes (949 388 2097) RonCordes@aol.com, who was unable to attend our Lunch did send a request.

"I wanted you to know, that I am again going to be participating in the Walk to D'FEET ALS. I would be honored if you could join my team, "CAPTAIN RON'S CREW". The walk will take place on Saturday, October 20th with registration at 8:30 AM and the walk at 10 AM in Irvine, CA at *William R. Mason Regional Park*. For more info contact Ron.

I got an interesting article on 100 years ago...excerpts from 1907;

Average life expectancy 47 years.

Only 8% of the homes had a telephone.

Only 8,000 cars and 144 miles of paved roads.

Speed limit was 10 mph.

World tallest structure was the Eiffel Tower.

Only 6% of all Americans had graduated from high school.

Marijuana, heroin and morphine were all available over the counter at your local drugstore.....

Best to all. *Ted*

Next meeting September 18th Tuesday

THE SEATTLE GOONEY BIRDS LUNCHEON

The Seattle Gooney Birds met for lunch and fellowship at the *SEATAC Marriott*, as usual on the third Thursday of the month (which happened to be the first day of Summer this year). This probably accounted for the lighter than usual attendance, but those who were there were in good spirits, celebrating the solstice. There was some discussion of rumors of current working conditions at UAL, and a general consensus that we had the best of it in our day. After a couple of good jokes, we adjourned until next month. In attendance were: Howard Holder, Dave Fahrenbach, Eric Malm, Dean Turner, Marc Gilkey, Dick Anderson, Herb Brevick, Herb Marks, Ray Hanson, Dave Gardner, Chuck Westphal, Ken Case, Dave Carver, Ray Dapp, Neil Johnson, Fred Sindlinger, Don Anderson, Wes Olney, and Bill Brett.

THE SEATTLE GOONEY BIRDS LUNCHEON

The Seattle Gooney Birds luncheon on August 16th was lightly attended, but everyone there seemed to be having a good time. There was some discussion about the 1/4 page ad in the Seattle Times by the ALPA denouncing the management as being greedy at the expense of the employees. There was general agreement by those present. After a political joke was told, we adjourned until next month. In attendance: Jim Barber, Chuck Westphal, Dick Anderson, Dean Turner, Al Haynes, Herb Marks, Jack Brown, Dave Carver, Al Teel, Gerry Pryde, Ray Hanson, Dave Gardner, Howard Holder, and Bill Brett.

WE DO GET REQUESTS

Was this “phishing” for identity??

Names have been removed in the interests of privacy. I hope that all of you are as cautious as we try to be. Thnx, BruceM, Sec/T

My name is **** and I am searching for my father who was a pilot for United Airlines in 1969. I pulled your name from the RUPA website and was wondering if you knew a man named *****. Any information you have would be great or maybe you know somebody who knew him. Please let me know and if you don't know or remember him that's fine but please let me know and I won't bother you again with a strange email. Thank you Sir.

Respectfully, ****

Our “overkill” reply!!

Dear ****

I am "keeper of the records." Your request was forwarded to me.

I am, what must be for fairly obvious reasons, unable to help you in your search for information regarding *****.

In these days of identity theft and the many other nefarious "phishing expeditions", a bare request for information about any member of our association must be treated with skepticism. As always, our members' interests take precedence in situations such as this.

We would need, at the very least, some proof of your relationship. You would include, minimally, the member's full and proper name, his "known by in the industry" name, his birthday, domiciles where he was based, last known residential address, and any other information or particulars of the individual you may have. Additionally, in this type of case, we would need your mother's name, your date and place of birth. A photo copy of your birth certificate would be even more convincing!

Finally, your request for information and your bonofides would then be sent to the member. It would then be up to the member to decide whether he would wish to establish contact with you. For that to happen, we would have to have a verifiable residential address for you.

For your future guidance, no one works as a pilot for any air carrier for only a year. 1969? Beginning, middle or end of his career?

Regrets, (Sec/T)

ONO NENE RUPA LUNCH

Dear Ono Nene, We successfully completed our July lunch last Wednesday the 25th in Lani Kai. Present were Diane & Larry Becker, Alice & Buddy Decosterd, and Corky & Jim Sorensen. We caught up on how certain of those absent were doing and found much to our surprise, that what used to be boring to overhear from our elders is now quite interesting...to whit, medical issues. We voted to change our format to every other month starting in September. So no August lunch.

Aloha and ho'omaluhia, *Jim*

VETERANS

WASHINGTON, D.C. – U.S. Senator Jim Inhofe (R-Okla.) today praised the passage by unanimous consent of his bill (S.1877) clarifying U.S. law to allow veterans and servicemen not in uniform to salute the flag.

RUPA CONVENTION

SEATTLE, WA

September 20-23

This is your last opportunity to sign-up for our Convention as time is running out.

One of the major attractions of this years Convention is the Future of Flight Aviation Center & Boeing Tour

The future of Flight Aviation Center & Boeing Tour is located 25 miles north of Seattle in Everett, Washington. It is the showcase for the Boeing Company and the Everett production line for the 747, 767, 777 and the 787. As part of the tour, you will encounter the largest building in the world by volume (472,000,000 cubic feet). On the Boeing flight line, you will see airplanes in various stages of flight test and manufacture for airline customers around the world. Visitors come from every walk of life and from every region of the globe, all with a common interest – to see the number one aerospace leader in the world: The Boeing Company.

The 73,000 square foot Future of Flight Aviation Center is located near the Boeing Plant. It is one of Western Washington's major attractions, so you won't want to miss it. Here you can explore a 28,000 square foot Aviation Gallery with interactive exhibits and displays, and digitally design your own airplane. In addition, there is a dramatic, time-lapse film of a Boeing 777 being assembled in the new 240 seat theater. If you haven't already signed up for the Convention, do it now, don't delay. Join the following who will be partaking in this and other tours offered for your enjoyment and edification. There is still time to register but time is of the essence.

Submitted by *Rich Bouska*

Anderson, Dick & Laurie	Johnson, Dick & Jeri	Olson, James
Authier, Bill & Rosemary	Johnson, George & Veronica	Plank, Jay & Clare
Barr, Larry & Carolyn	Joslin, Tim & Cheril	Peterson, Glen & Mary
Barton, Bruce	Justesen, Norm & Karen	Pocher, Charles & Roberta
Bouska, Richard & Georgia	Kalpin, Kal & Mary	Pryde, Gerry & Anne
Boyer, Jim & Corrine	Kastle, Karl & Janet	Ramseur, Walter & Mary
Breivik, Herb & Mary	Lesak, Gerald & Marilyn	Rankin, Douglas & Marcene
Callaghan, Bob & Burkie	Lindfors, Bill & Nan	Reid, Bob & Margie
Clark, Bob & Muriel	Lucius, Proctor & Evalyn	Reidt, Tom & Helena
Corbin, Ken & Shirley	Lynch, Peter & Nancy	Rudisill, Jim & Gaile
Cramb, Sam & Billie	Marchment, Norm & Trudy Ann Buck	Salisbury, Bill & Gayle
Crosier, Stanley & Phyllis	Marsh, Bill	Sayre, Dorothy
Dapp, Ray & Jackie	Marshall, Norman & Barbara	Schlemer, Jack
Davidson, Ricky & Linda	Matsuda, Ronald & Mary	Schultz, Richard & Frances
Davis, Jim & Barbara	May, Rex	Schuster, Sara
DeLozier, Roger & Deana	McAfee, Robert	Schwartzman, Bernard & Bonnie
Ebenhahn, Robert & Jill	McCormick, Dick & Pat	Smith, Bill & Pat
Edward, Barry & Marianne	McLeod, Bruce & Stephanie	Smith, Robert & Norma
Elder, Ted & Shirley	Meisenheimer, Ed & Dee	Spring, Cleve & Rose
Friebel, A.M. & Lykins, Denise	Merucci, Donald & Mary	Stephenson, F.B. & Shirley
Gillett, Jerry & Rosalind	Meyer, Lew	Swanson, Donald & Natalie
Gilsdorf, Robert & Shelley	Meyer, William & Sheryl	Verplank, Ruth
Hamley, Barry & Ginny	Moser, Paul & Adrienne	Wilkinson, Ted & Rose
Harris, Robert	Motz, Don & Linda	Williams, E. K.
Helton, John & Barewald, Billie	Murtha, Dave & Kathy	Wollard, Wayne & Susie
Hope, Fred & Sarah	Nordenflycht, Arvid & Susan	Workinger, Tom & Beverly
Jersey, Ron & Marie	O'Connell, John & Miriam	Wright, Larry & Pat

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 23rd 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.

Friday, Sept. 21.

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.

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 movie 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. Lunch will be available at the company cafeteria at your expense. This is a 4 hour tour, including travel time, which allows about 2 hours for those also going on the Tillicum Village Dinner Cruise.

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 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. – Depart the Hotel at 11:00 am. See previous description of this tour.



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 _____

1st Choice _____ 2nd Choice _____

Second Attendee: Name _____

1st Choice _____ 2nd 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 _____

1st Choice _____ 2nd Choice _____

Second Attendee: Name _____

1st Choice _____ 2nd Choice _____

Sunday, Sept. 23

Seattle City Sights Tour \$30.00 pp \$ _____

Cruise the Locks Tour \$68.00 pp \$ _____

First Attendee: Name _____

1st Choice _____ 2nd Choice _____

Second Attendee: Name _____

1st Choice _____ 2nd 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 RUPA, along with a completed registration form to:

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

THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

The July 18, 2007 luncheon was held at the *Westwood Country Club* in Vienna, Virginia. We were served another delicious lunch prepared by the staff of the club. The three-course meal started with a leafy salad, followed by a plate of chunky crab meat wrapped in a fish fillet accompanied by mashed potatoes and asparagus. The desert was a chocolate truffle with raspberries. I didn't notice much left on any of the plates when we were finished.

After the scrumptious lunch, EK Williams brought us up to date concerning some aspects of the termination of our retirement benefits. One of the items covered was the attempt by some retirees to collect the over-payments of Medicare tax on projected nonqualified retirement pay.

We had a total of 39 attendees. We welcomed one first timer, Al Badrow, and our senior member Ralph Pasley.

Attendees were:

Al Badrow (First Time), Jon Beckett, George Candelori, Bill Carrigg, Chet Cassel, John Cerisano, Hal Cockerill, Gary Cook, Gil Coshland, Dub Crawford, Kevin Dillon, Denis Getman, Jerry Goebel, Bob Goodman, Larry Grube, John Hebbe, Chuck Heid, Earl Jackson, Bob Jocz, Fred Keister, John Linderman, Joe Luboszynski, Dave Malone, Frank McKenzie, Lew Meyer, Truman Miller, Bill Nolan, Ham Oldham (visitor from Florida), Ralph Pasley, Herb Petitt, Joe Rozic, Bud Ruddy, Bernie Schwartzman, Jack Sodergren, Fred Streb, Skip Strickler, Robert Swain, E.K. Williams, Tom Williamson.

A special thanks to:

Larry Grube and Dave Malone, for handling phone reservations

Hal Cockerill, Gary Cook and Earl Jackson for manning the check-in station

E.K. Williams for the great jokes and for filling in as the guest speaker.

Our next scheduled luncheon will be co-ed October 17, 2007.

Looking forward to seeing you there,

Jon Beckett

LAX SOUTH BAY LUNCHEON

Great gathering of 13 members and wives. The cool bar at the *Hacienda* was a great escape from the August heat. Those attending were Marcene and Doug Rankin, Shirley and Jack Hanson, Arvid von Nordenflycht, George Krosse (all the way from Newport Beach), Gene Gawenda, Don McDermott, Walter Albright, Loyd Kenworthy, Norm Marchment, Dick McKay and yours truly. *Rex May*

SAN DIEGO RUPA LUNCHEON

We had five at our monthly get together: Bill Paulsen, Don Trunick, Bob Harrell, Wally Frank and myself. Wally entertained us with tales of ferrying B-26s to England in WWII. OTHER STORIES were told and a good time was had by all. *Bob Bowman*

United Airlines Historical Foundation

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

THE UAL.COM SEAT MAPS ARE NOT A GOOD INDICATOR.

Sent: Wednesday, August 01, 2007 6:48 AM

Subject: Re: [UAL-Retiree] Help - Weblis vs. ual.com

The seat maps have many seats blocked. The Economy +5 is blocked so that those seats can only go to those who are entitled or paying to upgrade to those seats. The same can be said for aisle seats, though I do not know to what extent.

A recent event - the gate agent gave an economy customer a seat in the Economy +5 section because of some inconvenience the agent felt complied to give to the customer. In minutes the phone rang at the gate and Revenue Accounting wanted to know where the money was for the upgrade?

Mileage deduction could also be used and recorded. It was not attached to the customers record. Also in the original seat chart set-up they do a 2 X 2; Window/aisle and aisle/window leaving the center seats blocked. We are to take care of those K-2 types and hi-mileage customers.

Those center seats will get used for NRSAs when they run out of every thing else. There may be seats blocked for crew rest seats in original seat chart displays - to be determined how many inflight attendants are working the trip and/or the need for rest-seats. Also higher fare customers may make seats selection and even check-in for advance check-in customers.

There may be no-shows a/c over-sleeping - it happens. Seat charts you are looking at are NOT good indicators.

You do understand that United is VERY HARD at work to maximize the revenue.

This accounts for the auto authorizing of number of seats to be sold by space planning. This is done by segment and days of the week by average no-show percentages. United makes money by over-gaging.

The volunteers pick a popular time to travel and we move them (revenue) to a later less popular flight. Also United knows that only 78% of the voucher coupons are ever used.

A word of caution - Companions Pass are for pleasure NOT BUSINESS travel. Someone on a companion pass going for a job interview is BUSINESS travel. Do not jeopardize your pass privileges by letting this happen. There are two booklets published and available through Benefit Services - OR - SkyNet rules on Companion Pass travel. I urge everyone to read the sponsoring employee guide and the one for the companion pass traveler. Companion Pass travelers are the Gates Agents biggest continuing problems - please do what you can to help the Gate Agent.

Back to best passenger counts: **SkyNet and Apollo PXC's are in sync.** The only thing is you cannot tell in advance what the over-gage percentage that is set at by Space Planning. You can see it happening but not how many are authorized.

Standby is not a guarantee you will get on. This past week NWA was sending many customers to United, often times affecting the number of standbys accommodated. If they want to travel encourage companions to go out for the first flights of the day and standby regardless - that is the way to get on. One little secret - do not leave the gate until that flight is pushed back. I have been accommodated numerous times when some one got off, for what ever reason.

Hope this helps,

Bob Brumfield

Seattle Retiree Travel Desk

Local 206 433-4218

out of area 888 826-3375

M-T-W-Th 10AM - 2PM



NY SKYSCRAPERS FALL LUNCHEON

Our Fall luncheon will be held at a great new location, the *Hostaria Mazzei*
in Portchester, NY, just southwest of Greenwich, CT,

at NOON on Wednesday, October 10th, 2007:

25 South Regent Street

Port Chester, NY 10573

(914) 939-2727 ~ www.hostariamazzei.com

The price, which includes 2 raffle tickets, is \$30/person, to be collected at the door.

Spouses and guests welcome (about half the retirees bring their spouses).

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

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

Directions to Hostaria Mazzei: <http://tinyurl.com/lnefq> or

From I-287 Eastbound:

I-287 E: Take exit 10 to Purchase/Port Chester (RT-120A) - go 0.2 mi.

Bear left and head toward Westchester Ave - go 382 ft

Bear left at Westchester Ave - go 1.3 mi

Turn right at S Regent St - go 0.1 mi (parking lot just past restaurant on your left)

From I-95 Northbound:

I-95N: Take the I-287 W exit 21 - go 0.6 mi

Bear right at Boston Post Rd - go 0.2 mi

Turn left at S Regent St - go 0.7 mi (parking lot just past restaurant on your left)

From I-95 Southbound:

Take exit 21 for I-287 W toward White Plains/Tappan Zee Bridge - go 0.1 mi

Keep right at the fork, follow signs for Port Chester/Rye/Midland Ave – go 0.2 mi

Turn right at Midland Ave - go 0.5 mi

Turn left at Slater St - go 0.1 mi

Turn left at Boston Post Rd/US-1 - go 0.4 mi

Turn right at S Regent St- go 0.7 miles (parking lot on your right, just before the Hostaria Mazzei)

From Merritt Parkway Southbound:

Take exit 27: King Street Southbound go 2.4 miles

Right turn on N. Regent St (becomes S. Regent St) - go 0.8 miles

Parking lot on your left, just past the restaurant.



DEN GOOD OL' BOYS

The August meeting of DEN Good ol' Boys occurred on a delightful late summer day and a good turnout was the result. Happy hour seemed poorly attended, but when the dinner bell sounded the crowds were there. In all fairness it was probably too hot to play golf.

During the boring business meeting there were no new reports of infirmities nor final flights west. The scribe and coordinator managed to elicit a few chuckles using jokes forwarded by Curly Baker. (A tip of the hat to Curly) The scribe read and outlined a letter from the IRS relating to his request for refund of Medicare overpayments. Basically IRS said they are going to take their good easy time and will let me know when they are good and ready.

There were requests relating to the filing of form for the Medicare refunds and also questions about how to access the RETUP website, which people tried to answer.

Mention was made of the Pilot Wives picnic hosted by the Stemples, which occurred last Thursday. A good time was had by all, you should'a been there (if you weren't).

The meeting adjourned at a reasonable hour.

Those in attendance included; John Francis, Phil Spicer, Bill Hanson, Rick Madsen, Bill Bates, Edgar Riehl, Maury Mahoney, George Benkendorf, Dick Bennett, Dick Shipman, Jack Davis, Ken Ewing, Bill Hoygaard, Mike Williams, William Fedro, Mack Connelley, Pete Cecchinelli, Jim Newman, Bob Dietrich, Al Dorsey, Bill Fife, Bob Blessin, Paul Schueler, Al Snook, John Allen, Fritz Meyer, Cliff Lawson, Tom Gordon, John Thielen, Dave Johnson, Russ Ward, George Maize, Ray Bowman, Duane Searle, David Horwitz, Bob Crowell, A.J. Hartzler, and the scribe and coordinator, *Ted Wilkinson*

NORTH BAY RUPA LUNCHEON

The North Bay Rupa lunch group gathered on the first Wednesday, August 1st, for the monthly get-together, at the *Petaluma Sheraton's Tolay Room*, as usual. After the group was seated, announcements, and news, were presented...uaua hiring again, ALPA informational picketing, and the PBGC Level Option selection were discussed. Health and Welfare Chairman George Hise once again brought us news from the medical world...coffee can be very beneficial to your health, and statin drugs, used to lower cholesterol, can contribute to memory loss...George couldn't remember why! Norm DeBack, back from a Retired General Officers meeting in Washington, gave an excellent report, with the supporting numbers, of the age of the aircraft in our current Air Force inventory, a troubling concern. Sam Anderson told of his recent visit to the Evergreen Museum, which included sitting in Howard Hugh's pilot seat of the Spruce (birch) Goose. Sam reported the "Goose" rather dwarfed a B-17 on display...under its tail! J.R. Hastings was given a round of applause for his work in quickly putting together an impromptu lunch for visiting retiree George Nixon and his wife. Gardner Bride, who had been sitting quietly, with a large collar around his neck, related his "adventure" at Oshkosh, wherein an aircraft cleared the runway quickly by turning off onto the grass...directly in front of Gardner's taxiing Luscombe. Gardner averted a collision only by standing on the brakes, causing the Luscombe to overturn! The airplane came out of the encounter somewhat better than Gardner, who suffered essentially a broken neck! He is recovering nicely, and the group was certainly glad to hear that!

Attending: John Baczynski, Leon Scarbrough, Barney Hagen, Gary and Diane Brauch, Bill Greene, Sam and Mickie Orchard, Larry Whyman, John and Sharon Candelo, Dick Smith, Gary Koverman, Norm DeBack, Dick Hanna, Ed Duffy, Jim Mansfield, Dan Bargar, Sam Anderson, Gardner Bride, J.R. Hastings, Al Milotich, *Bob and Doris Donegan*.

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, 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
Category E Outside	A Deck Midship	\$1199
Category C Outside	Lower Promenade Deck Mid Ship	\$1419
Category BA Verandah	Verandah Deck	\$1779
Category B Verandah	Verandah Deck	\$1899
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:

Jerry Poulin

Jerry's Travel Service

36 Mark Bradford Drive. Holden, MA 01520

1-800-309-2023 pin#33 1-508-829-3068

gpsp@aol.com

APOLLO SIGN ON FOR RETIREES,

See this link: <http://www.goual.com/setup.htm>

Unimatic Add-On AOL version for pilots and flight attendants has both Unimatic and Apollo access and will retrieve and print monthly bids. Subscription price is \$50.00 per year. Easy Apollo for Retirees has Apollo access only. Subscription price is \$25.00 per year.



GETTING OLDER

Q: Where can sixtyish women find young, sexy men, who are interested in them?

A: Try the bookstore, under fiction

Q: What can a man do while his wife is going through menopause?

A: Keep busy. If he's handy with tools, he can finish the basement. When he's done he'll have a place to live.

Q: How can you increase the heart rate of your sixtyish husband?

A: Tell him you're pregnant.

Q: How can you avoid spotting a wrinkle every time you walk by a mirror?

A: The next time you're in front of a mirror, take off your glasses.

Q: Why should sixtyish people use valet parking?

A: Valets don't forget where they park your car.

Q: Is it common for sixtyish folks to have problems with short term memory storage?

A: Storing memory is not a problem, retrieving it is a problem.

Q: As people age, do they sleep more soundly?

A: Yes, but usually in the afternoon.

Q: Where do sixtyish people look for fashionable glasses?

A: Their foreheads.

Q: What is the most common remark made by sixtyish folks when they enter antique stores?

A: "I remember these".

LETTERS

HOWARD A. ARONSON—New Canaan, CT

Sorry for the delayed dues payment. Time is traveling by all too rapidly these days.

Turned 75 in May - where has life gone?

All is very well with my family and myself. Still flying with CAP and doing some flight instruction on the side.

My regards to all.

Sincerely, *Howie*

JACK ASHFORD—Longmont, CO

I turned 75 this year - healthy - but have a neurological problem getting brain signals to certain muscles in my left leg, so I have to use a cane to get around. I had my right hip replaced 8 years ago and my right knee replaced 5 years ago. The new parts work okay and I have no pain.

My wife, Jenni, (15 years junior to me), has 3 grand-sons living in Denver who we take care of occasionally at our home on the lake. We still enjoy car club activities as members of the Colorado Classic Convertible Club and drive our '67 red and white Lincoln Continental in parades and on trips; where we all chat on CB radios - tremendous fun!

I appreciate the RUPA volunteers - thank you!

Cheers, *Jack*

email: jjjashford@aol.com

JOHN BIEGER—Boca Raton, FL

Greetings fellow retirees! Really enjoy the informative chatter from you all. Good life here but staying fit takes much more effort. Against my better judgment, I will go by air (Midwest) to MKE; there to join with daughters Kathy and Robin for a week. Some may remember them. Best to all. *John*

Ph: 303-772-7793

DENNY BERG – San Diego, CA

Thanks to Oliver for keeping this thing going. It's nice to hear about old friends.

We're in the midst of a remodel in a downtown condo after selling our home last year. Eight months in Todos Santos, Mexico, a few summer months in San Diego, with one month a year for travel. Next February there will be a small group going to Cuba from Mexico, and next August we're planning an inland passage trip with a private trawler from Seattle. Nancy and I are still enjoying good health, and our son graduates from Harvard in January.

The past eight retirement years have certainly spent by. Does anyone have an idea how to slow it down? Offer still open, November – June. Always a cold one available, we're in the Todos Santos phone book. *Denny*

ALAN & KATHY BLACK—Blaine, WA

I am now nine years into retirement from United and 1 ½ years into retirement from my Lear-Jet Medivac job at Boeing Field. We found a lovely area minutes from the Canadian border in Blaine, Washington, for our retirement home. It's near lots of water, which made me completely lose my mind and purchase a sailboat. During my last few flight physicals, the doc observed an increase in the glucose level of my blood work. He advised taking action to prevent adult onset diabetes. I decided to eliminate sugar as much as possible from my diet using a natural sweetener called Stevia. It comes from the "honey leaf" found in Paraguay. That, and exercise and buckets of oatmeal have got me back to nearly normal triglycerides which were also elevated. Glucose levels returned to normal with the change in diet, along with some weight loss. By the time you read this, Kathy and I should be back from Germany after trying out our first ZED fare trip. We have also been visiting grandchildren in Milwaukee and San Diego and attending class and family reunions. We have lots to do locally and in the Vancouver, B.C. area. Thanks to all who help keep us linked-up via *RUPANEWS* and special thanks to all who share their medical experiences. Best Wishes to all!

Alan & Kathy / blackbirds99@msn.com

JERRY BLALOCK—Carmichael, CA

Hi Ted, I just mailed my check, late as usual (never could get the airplane to the gate on time either)!

My daughter, Noelle, and wife, Annie, planned a surprise 75th birthday party for me a couple of weeks ago and 92 showed up, including you. I thought I was really popular until I found out I owed them all money! Oh well.

Since the party was a surprise, I couldn't give the women my UAL, USAF or Sheriff Department buddy's names, and fire department rules restricted restaurant seating to 90, so apologies to those inadvertently not invited.

Am proud to say Ann just received her MSW, Masters Degree in Social Work, from Cal State University Sacramento. She loved the challenge - straight A's - but she's still flying the friendly (?) skies.

I'm busy - sometimes too much so! I toured the Cessna plant in Wichita last month and watched workers fabricate the mach .92 Citation X which I understand retired SFOFO Captain Cort de Peyster will soon be flying out of a company in Sacramento-- gotta get him over for some bbq!

I'm busy with the Sacramento County Sheriff's Air Squadron, the Sheriff's Department as a Reserve Deputy and volunteering as a docent and instructor in the Learning Center at the Aerospace Museum of California where "The da Vinci Experience" is now on exhibit 'till the end of September. You shouldn't miss it.

In my spare time I'm flying my partnership C-182 and giving BFR's to the troops, riding my scooter into the foothills ... and just plain enjoying. My five children and ten grandkids are all doing well and I'm soon to become a great grandparent!

Thanks to you and all the guys and gals that do the work for us at RUPA. *Jerry*

RAY AND BARBARA BOWMAN—Littleton, CO

The year started out with some good snows here in Denver. We need the moisture.

In February, Barb and I headed for Waveland Mississippi. Our national men's group from our church is supporting the rebuilding of that area.

We were paired with another couple from Ohio to do some laminate flooring, since I was familiar with it. The four of us did 1200 sq. feet in five days. None of the other three had ever worked with the product, and my wife even learned how to operate the power miter saw. The lady and daughter's house that we were working on had been in one of those FEMA 24 foot trailers for the last 18 months, so it was nice to know that they'd be out by the next week-end. We ARE going back. First in October, then in February.

Our next adventure was to take the motor homes to Nevada, Washington, Oregon, Idaho and Utah. The Nevada trip was to the Garden Railway convention. What a nice time that was. Yes, it was WARM. But there was water to drink, and other things too.

Washington was for the 4th of July at Long Beach. If you've never done that, and live in the area, it is a spectacle. There must have been 3000 cars on the beach, and all of them, except us were shooting fireworks. That is until the "professional" fireworks started. Then after that show, the locals kept it up for some time.

In Oregon, the destination was Sisters Oregon for their annual quilt show. They hang 1000 quilts all over town. Some very beautiful quilts, and some that were really unique. If you want, I've taken over 300 photos, and can bore you with them.

Then just sight seeing in Idaho. We did stop at Promintory Summit to see the trains. And as luck would have it, it was time to put the engines away for the day, so we got to see them move around. On the way there we stopped by ATK Thiokol and visited their missile garden. Very well annotated for all of the motors that they build.

In Utah, we stopped at the Family Center, and got working on the family tree. Those folks are most helpful, and knowledgeable about how to do the searches.

Just got home from that trip, and it was time to go to Burnsville, Minnesota (on the south side of St. Paul, so no bridge worries) for the annual antique fire truck muster. Had a great time, getting to see trucks that we don't normally see. I was not able to take my trucks due to a very expensive noise from the tractor/trailer as we left town. So took it back to the hanger and took my Jeep. But, we had an excellent time anyway.

Thanks go to those who are putting this newsletter together. Great job, and know that it is a labor of love, as they can't pay enough to do this sort of thing.

Notice that there is no mention of doctors and such. Health is great, and too busy to get sick.

Ray and Barbara

CORRINNE & JIM BOYER—Lake Forest, IL.

Hi Ted, Fifteen years into retirement and we're still plugging along. 51 years together as of last month - that says a lot for Corrinne's patience and staying power.

We have been enjoying being near our grandchildren and attending all the associated school functions plus soccer, softball, and little league. We spent a few months in Florida this past winter, with a week down in St. Maartin and St. Barts on a 50' sailboat with 5 other friends from Naples and Libertyville, IL. Good to renew old friendships and enjoy the great winter in Naples in February and March, plus great sailing in the Caribbean.

We're looking forward to the Seattle Convention. Seattle is one of our favorite cities. I'll be seeing my oncologist at the Northwest Prostate Institute for my 10th year followup. Thanks Ted and all the folders 'n stuffers for keeping the *RUPANEWS* coming out to the masses, we appreciate all that you do. Checks in the mail to Jim.

See you in Seattle, 1957-1992, SFO, MDW, ORD, SFO, ORD

Corrinne and Jim

EUGENE G. BROWN—Saratoga, CA

25 years and no complaints. No changes healthwise, no traveling and no news. Check sent.

LAURIE CANNON—Meeker Park CO

Checks in the mail all by itself and e-mail the news of the day with the Cannons. All is fine here in CO with another Ride the Rockies under my belt. Great ride, great weather and if you just keep going you finally get there.

Trips to both China and France and had a wonderful time. Wine and cheese is France and Chinese food, all the same, in China. China's economy may be growing fast but they have other major problems. People, pollution, construction and paranoia. It will be interesting to see what happens with the Olympics and the future of China.

Cycling, hiking, skiing and golf take up most of my time but always field clearing with my chainsaw in both Meeker Park CO, and Franklin, NH.

Keep up the good work, *Laurie*

CHARLES T. CHAPMAN—San Jose, CA

RUPA,

Enclosed is my annual Renewal check of twenty five bucks.

August 2, I will be 95 and that day I will have been retired 35 years which is the same amount of time I flew for United. A lot of changes since 1938 and some of them were good, I guess.

The adult community, The Villages, is now the home of four Retired United Pilots plus two widows.

Nice spot with plenty of amenities plus a golf course and four swimming pools.

Best Regards, *Chappie*

KEN AND JERRY CORICA—Fallbrook, CA

Thanks to all the people who put together the *RUPANEWS*. It gets read cover to cover.

Starting our 14th year since my last 757 landing at Lindbergh Field (SAN), with my whole family on board.

We have lived in the same home here in Fallbrook since 1976, Beautiful place!!!

Life is great with our children and grandchildren nearby. Keeping busy with some volunteer work for the local hospital auxiliary, golf, and family.

Regards,

Ken

'67 to '94 mostly LAX

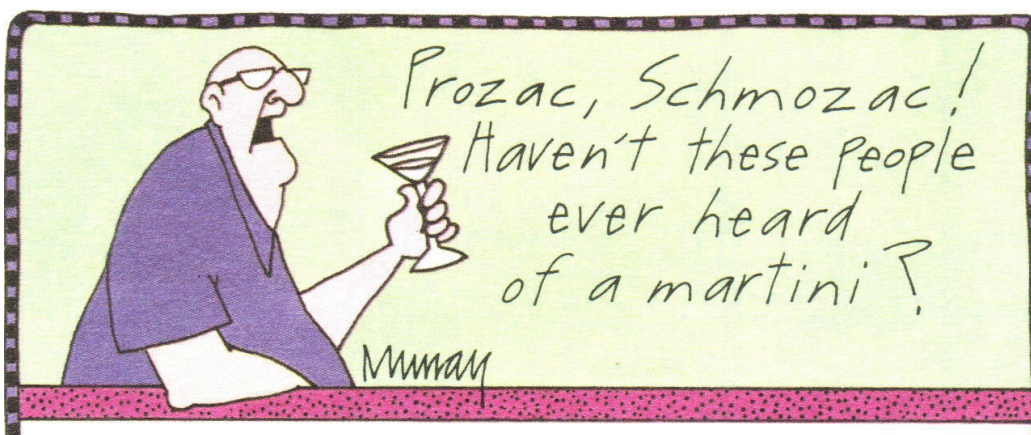
KEEPING INCONVENIENCES IN PERSPECTIVE.

This past week I was on a 4 1/2 hour, non-stop flight from Seattle, WA, to Atlanta, GA. In all my years of traveling, I have learned that each time a plane has the opportunity to stop, there is potential for unexpected challenges. Flight delays, weather & airline crews can create unanticipated challenges on any trip. Therefore, I always try to fly non-stop between my destinations.

About an hour into this particular flight, the Captain's voice rang over the intercom. He asked if there was a physician or nurse on the plane. If so, he asked them to identify themselves by ringing the flight attendant call button beside their seat. I listened carefully but heard no one ring their bell. I immediately began to wonder what was happening. In a few minutes the Captain informed us there was a medical emergency on board & asked again if there was a physician or a nurse who could help. When there was no response, we were told we were going to make an emergency stop in Denver, CO. He apologized but told us there would be a medical emergency team waiting to meet us at the gate & we would probably only be delayed by about 30 minutes. Though it was necessary, we knew we would all be inconvenienced by the extra stop.

About 1/2 hour later, we landed at Denver Int'l Airport & the medical crew immediately came on board. However, everything took longer than had previously been expected. An elderly gentleman, about 85 years old, had suddenly taken ill. It wasn't clear whether he had experienced a stroke or heart attack. Even after he was carried off of the plane, we still sat there for quite awhile. The original "short" stop turned into about 1-1/2 hours.

When we finally pushed back from the gate & were in the air, the pilot apologized profusely for the unavoidable delay. He said that since the stop had taken longer than expected, those passengers who needed to make connections in Atlanta would miss their flights but would automatically be booked on the next flight out. You could almost hear the moans & groans throughout the airplane of everyone who was being inconvenienced by the unexpected stop. Then the pilot did one of the classiest things I have personally ever seen or heard anyone do. He spoke into the intercom & said, "Ladies & gentlemen, I thought you might be interested in one bit of information. The elderly gentleman who was taken off the plane was a Marine in WWII. He was awarded the Congressional Medal of Honor & it was signed by President Harry Truman in 1945." The pilot went on to say, "I realize we have all been inconvenienced today. However, in light of the fact that this gentleman was a war hero & was inconvenienced for 4 years of his life in order that we might experience the freedoms we enjoy today, I thought you all should know that." Immediately the airplane was filled with applause. Everyone was cheering & so pleased to know the gentleman had been cared for in a way that was fitting & appropriate. As we continued to fly, I thought to myself, "Isn't that interesting? We were concerned we were inconvenienced for a couple of hours yet, this gentleman's entire life was interrupted & inconvenienced for over 4 years while he went & fought in a war to protect the freedoms & values we love & hold dear in this country today." I breathed a prayer for the gentleman & blessed him for all he had done to help us understand what freedom is all about.



THOMAS COSGROVE—Potomac, Md.

In the May issue of *RUPANEWS*, there was an article about the Caravelle. Here is my addition to the exploits of the Caravelle.

I was going for my rating ride and had Tom Hudgins (head of the Caravelle program), as a co-pilot, a F/A, and an FAA check airman. On normal climb out, I was asked a few questions which I answered. Leveling off at 25,000 feet, the check airman said to let the co-pilot fly as he wanted to ask me a few questions on the F/E panel. I had hand-flown the plane to cruise altitude and figured the co-pilot would do the same. After a few questions, the check airman said we had a decompression. So I donned the oxygen mask, closed the throttles and started the descent. As the shadows came across the pedestal I noticed, out of the corner of my eye, the lights on the auto-pilot were lit. I continued descent...leveled off at 10,000 feet, pushed seat back, took off my mask, and started to debrief the crew. The FAA man said, "We know we have one hell of an auto-pilot on this plane. If you touched the disconnect button, we would have done an outside loop...and you would have flunked the ride. However, you did okay and you passed." I said, "I know the auto-pilot was on and when we leveled off, everything was set to go." The FAA man's reply was unprintable.

Two days later, I was at National Airport and met Howie Mayes (chief pilot at DCA). He mentioned the incident and I said the same thing I told the FAA man. Several days later the bid was canceled and it was back to Denver for another school. About this time I think I spent half of my career in Denver in various schools.

DENISE DELEEUEW

Widow, Carl M. DeLeeuw

I am late but here it is, check in mail to Foster City.

We had a small family memorial on a peak above Guardsman pass in the mountains at Park City, Utah on Carl's birthday, which fell on Father's Day. It takes time to go thru all the changes in paper work.

I enjoy reading about the few names I still recognize and like the informative articles. It was a low blow to find out widows no longer get companion passes for the family. My annual trip abroad with our daughter will be different this year. Thanks to all who do the compiling, stuffing and mailing.

MARTY DUNKLE—Thousand Oaks, CA

Check is in the mail for another years worth of the journal.

Not many familiar names left. The DC3 types seem to be fading. In fact, Bill would have been 90 this month.

My pal Al and I are still rocking along. We spend winters in Palm Desert, until it gets too warm, then back to Thousand Oaks.

I spent two months this summer with a ghastly case of shingles, I mention this only to alert others that they now have a vaccine - I learned that too late.

Thanks for your efforts to keep us all glued together.

Marty

BOB ENANDER—Bradenton, FL

ORDFO 1955-1990

Hi Ted,

Holy Moses where did those 17 years go since I called it a career, or rather the FAA called it a career for me.

First time in 17 years that I'm late, I guess I'm losing it. I'm sure some of my co-pilots thought that happened a long time ago.

Remember all that money we spent trying to get the "Age 60 Rule" overturned and were told by ALPA that the junior pilots would never stand for us delaying their move up the Seniority list.

Well guys what goes around comes around, there's a whole new group of selfish pilots who are not going to stand for those "greedy ole grey hairs" staying on the property one day longer than they have to.

Are you listening Al Engelhardt! *Bob*

LARRY FIELD—Coeur d'Alene, WA

Another year of great retirement gone by and still enjoying every minute of the whole experience. Must apologize for being late with the check - so I do - but it is enclosed.

We've been doing our yearly traveling, visiting family and friends, but try to stay in the great Northwest for the summer and fall. Been really hot this summer but we seem to be putting that behind us now. Thank the Lord -- -- --.

Bless all the editorial staff, folders and stuffers and everyone who contributes -- see you all next year.

Larry

A. M. "MAX" FRIEBEL—Puyallup, WA

Greetings all, Can't believe where the time went, but this letter should have been on its way last month. So far, all is well in the great Northwest -- my son and his family live nearby, so I get to visit my 10 year old grandson frequently. (Can't believe that youngster is 10 already! "Tempus Fugit") I still have my airplane, and enjoy being able to fly on MY schedule, and not have the hassle of airline terminals. (Price of AVGAS hurts) Traveling on "Standby" will really test your patience! Spent some time with friends in Colorado last winter, and actually got to ski for a couple of days. An old knee injury resurfaced, and brought skiing to a close for me last year. I did enjoy some motor home travel down south with friends and look forward to a repeat this winter. Visited folks in Palm Springs, Mesa and Yuma and saw so many Washington License plates I wondered if there was anyone left at home! That's it for this time. -- -Many "Thanks" to the "Folders and Stuffers!" and all that contribute.

Max

Check has been directed to Bruce!

MIKE & CLARE GALLAGHER—Sparta, NJ

It's four years since I retired and we have been busier than ever. We now have six grandchildren plus another one on the way. Three girls and three boys, all close by. They keep us hopping.

Our youngest daughter, Casey, is getting married in November and will be living close by in New York City.

We don't have anything nice to say about ALPA or the 70% of the pilots who voted to get rid of our pension so we won't say anything.

Until next year, *Mike and Clare*

142 Alpine Trail, Sparta, NJ 07871---66/03---
EWR/JFK/LGA---

GEOFF GARRETT—Mercer Island, WA

Thank you for the newsletter. I have been a working member for a few years now and am looking forward to promotion to full-fledged retiree status in the next few months.

It was always my goal to fly the -400, so for my last year on the property I finally took the bid. I am calling this the "year without Tuesdays," because that is the morning I land back in SFO and commute home to Seattle -- always on the Guppy jump seat -- wasted and pretty useless for the rest of the day. The international operation is much more interesting and enjoyable and I should have done this years ago.

Prospects are frightening for pilots about to retire, so I am relieved to have another great career ahead of me. Instead of pulling my throttles to idle now, I have fire walled them! I purchased a retiring lawyer's estate planning practice, and have moved from a relaxed home office practice to leases, network upgrades, seven employees and twelve hour days. But I am energized and optimistic. Above all, I am pleased to have built something for my family that nobody can steal from us. And the only mismanagement I am exposed to now is my own! I hope to work until they notice I am not moving at my desk. *Geoff*

SHELL & BEBE GORDON—Custer, SD

I am busy hunting, fishing, Harley riding and managing Masonic activities. Still travel between Northern Minnesota (our lake home), and Custer, SD (our year-round home), so get to enjoy a great life. Glad for those 25 years of USAF and ANG service that pay-off so wonderfully now. Who would have known those old Fighter-Interceptors would keep on giving in my elder years, so far from a cockpit and the silent Northland. Can't help remembering the Northern Lights those cold, lonely winter nights over Hudson Bay, etc.

Our best regards to our old friends and teammates at UAL. Sure wish it was like it used to be -- Amen.

Can be reached at 651-261-0191 or shelbb2@hotmail.com

My somewhat tardy check is in the mail.

Shell and Bebe (Ewr - 66-67, Ord - 67-96)

JOHN G. GRANT—San Juan Capistrano, CA

Bruce, I am sorry, I must be getting old. I forgot that the dues expired on my birthday. Then I noticed the address label on the June flyer, and now got out the check book. It is really so very nice to stay contacted with so many of my fellow pilots, both my captains and my co pilots.

We were away from home for over a month during the month of May, and into June, attending graduations, including one at Annapolis of my Grand Niece. Then we went to Branson Missouri to attend a reunion of the Tactical Air Command Tankers in flight refueling. That was really nice. Then more HS graduations, across the USA, and then finally got home just in time for guests, who were the family of our Foreign exchange student from 1978, from Germany for 2 weeks. The house became totally full when my daughter also came to visit with her entire family, and 2 poodles. Our 4 German guests also included her husband and 8 year old daughter and her Mother. They really enjoyed the family reunion. Finally by June 9th the house was totally empty.

Then we went to a RUPA get-together up in Villa Park CA of the retirees for the Los Angeles to San Diego group. It was put on by Capt. Bob McGowen. That was really a nice friendly reunion also. I feel so very lucky that I had become part of this AV8R family. *John*

ROL HAMELIN—Vail, CO

Another fun year here in Vail with skiing and golf. Then the usual two months in Maui and Sweden and 3 1/2 months driving the 550 Ferrari around Italy. Went to Ferraris' 60th celebration in Maranello in June. 1000 Ferraris with their owners invited and think I was the only American that drove their own personal one there. Best wishes to all. *Rol*

JIM HANDSHAW—New Cumberland, PA

Bruce,

Please find a check for \$35, \$25 for the yearly dues and \$10 for donuts for the folders and stuffers. Check is in the mail.

I recently passed a 6 hour "check ride" at a local Motorcycle Safety Foundation experienced rider course. I continue to enjoy riding cross country passing the VORS we flew over. As to my cello playing; I did hear an old man in a retirement home say, "He's better this year!"

Many thanks to the "cast of characters" I apprenticed under.

It's hard to believe

As I'm now over 60

That all the old captains I flew with

Were younger than me.

Jim handshaw@comcast.net

DAVID HEILBRUN—Huntingdon Valley, PA

Another year has gone by without the promised UAL pension. Paulette and I have flown quite a bit—the planes are dirty, the crews could care less, domestic flying is down but, thank god, good old Tilton got his 39M plus big bonus's for his band of thieves. What more could we hope for!

We cancelled our plans to move to Oregon and are content to stay here in PA. Paulette took that as a hint and now I am totally remodeling the kitchen and we eat out every night.

I'm still involved with the Mana Kai, Maui renovation. The complex is really looking spectacular. We're about to re-do the entire pool area—scheduled to be finished in mid-November.

I think that I need a job. This retirement is exhausting.

We are planning to fly up to Churchill and see polar-bears in November and more zoo trips are in the future.

We see quite a few of the old EWR/JFK gang in Maui and everyone looks great.

Our best to everyone,

David & Paulette

LISLE O. HICKS—Loon Lake, WA

It was 9:45 A.M. on Sunday morning, October 8, 2006. My family and I were getting ready to go the church. Suddenly, I got chest pains. My wife, Donna, suggested we go to the hospital immediately. Of course, I resisted. I told her that the pain would probably go away and it was probably nothing to worry about. We left for church at about 10:30. The chest pains were still there. The church we go to is about five miles away. About one block from the church, I finally decided to go to the hospital. The hospital is in Chewelah, which is about 20 miles north of Loon Lake. We went back to Loon Lake then on to Chewelah. On the way, my wife tried to call the church for prayer for me but could not get a hold of anyone. I had my insurance card ready when we reached the hospital at about 11:00 A.M. They immediately strapped me on to an EKG machine, heart monitor machine, started to take blood, blood pressure, etc. The nurse gave me a nitroglycerine pill. A few minutes later she asked if I still had the chest pain. When I said I did, she gave me another nitroglycerine pill. That was it. I went out. My heart stopped. The heart monitor indicator went flat. Code Blue!! Every doctor in the hospital was summoned to my small room. I understand there was plenty of activity going on. My daughter, 13, was in the waiting room. She knew something was going on with all the activity. She started to cry and then got on her cell phone to call everyone she knew for prayer for me. My grandson, 8, threw up then passed out.

My wife was at the foot of the bed holding my feet. She continued to pray. The doctor told her several times not to leave the room. That was unusual because the normal procedure is to have family members out of the room. The chaplain and another nurse joined my wife at the foot of the bed and started to pray for me also. My wife said that she felt something like an electric shock in her hands when she was touching my feet and she heard an inner voice that assured her that I was going to be all right.

I felt a sharp pain in my chest when the doctor did CPR on me. I came to and asked what was going

on. The doctor said that I had experienced a heart attack. I acknowledged that and wondered when I could go home. They advised me that a Med Evac helicopter was going to take me to Spokane to the Sacred Heart Hospital. In the meantime, the chaplain had my children come in to visit me twice to say their goodbyes. The doctor again told my wife to stay with me until the helicopter arrived. I felt fine then. The staff was concerned because the helicopter was late.

When the helicopter arrived, they came in and rapidly unfastened all the hospital apparatus from me and fastened me with their own equipment. Time seemed to be of the essence. They did not waste any time getting me into the helicopter. They must have been advised that this was a real emergency and they had no time to lose. They did ask if I was nervous about riding in a helicopter and if I would get air sick. I advised them that I had about 25,000 plus hours in the air and I thought I could handle a 30 minute helicopter ride.

When we got to Sacred Heart Hospital, they put me on a gurney and ran, not walked, to another examining room with me. The technicians pumped me with dye to check for clear arteries and did a few other tests on me to check out the blood flow, etc. When they took me to my room, the church members had heard of my problem and the room was full of people. My wife had to drive about an hour to get there.

The heart specialist came in and said that I did not have a heart attack. A heart attack by definition is damage to the heart muscle, and I had no damage. They gave me another EKG and a heart scan where they can actually view the heart as it beats. I also had the usual other tests and everything was positive. I had no problem with my heart. I felt great. I was released the next day and went shopping with my wife on the way home.

The power of prayer is real and it can do amazing things. I was a believer before and this just reaffirms it.

God bless,

Lisle

TAKE TWO, AND YOU WON'T BE ABLE TO CALL IN THE MORNING

Dr. David G. Williams

Over the last couple of decades, aspirin has been promoted as a safe way to prevent everything from heart attacks to colon cancer—all with the blessings of our FDA. As happens eventually with all drugs, though, the truth has finally emerged: aspirin isn't totally safe, and, for many people, the side effects far outweigh any possible benefits.

One of aspirin's primary uses has been to "thin" blood. More accurately, it inhibits blood clotting through its effects on blood platelets. Blood that's "thinner" flows more freely. This, in turn, reduces the workload of the heart and allows blood flow to occur at lower pressures, resulting in a lower risk of stroke and heart attack.

A while back I wrote about the dangers of aspirin resistance. [Editor's note: See Vol. 11, No. 18 for more about aspirin resistance] More information is beginning to emerge. A recent review of 17 clinical studies found that the simple act of taking aspirin actually increases the risk of stroke, heart attack, and death in individuals who are "aspirin-resistant."

In the 2,367 individuals reviewed, 618 were found to be aspirin-resistant. Roughly 33 percent of this group experienced a stroke, heart attack, or other vascular incident during these studies. This compares to only 15 percent of individuals who were aspirin-sensitive.

If those numbers aren't frightening enough, then maybe the differences in death rates can help illustrate the problem. During the studies, 5.7 percent of the aspirin-resistant individuals died, compared to only 1.3 percent of those who were aspirin-sensitive. (*International Stroke Conference; Feb 2007; Abstract P405*)

From what we currently understand, men are more likely to be aspirin-resistant. Also, individuals who are aspirin-resistant don't seem to be helped by the blood-thinning drug *Plavix* (clopidogrel). For some reason, the blood-clotting ability in these individuals is able to overpower the anti-clotting effects of both of these drugs, which compounds the problem and leads to a very significant increase in the risk for stroke, heart attack, and death.

You Do Have Choices

I'm still in shock at this point that this information hasn't become front page news. The public, as well as most doctors, still believe that aspirin is a relatively harmless over-the-counter medication. Millions of people routinely take it on a regular basis, with their doctors blessing, in an attempt to prevent stroke and heart attack. Based on the picture that's emerging, this "preventive" aspirin use has probably been responsible for thousands of unnecessary deaths and the trigger for hundreds of thousands of heart attacks and strokes. Can you imagine the uproar that would occur if an herb or vitamin was even remotely linked to such problems?

If you continue to take aspirin routinely, have your doctor test you for aspirin resistance — particularly if you have other risk factors for heart attack or stroke, such as a family history of either condition, obesity, diabetes, or high blood pressure.

And don't forget you have safe, effective alternatives to aspirin. Bromelain is a long-time favorite that provides most of the cardiovascular benefits of aspirin without the side effects. It now looks like resveratrol is another.

And, just recently, researchers have found that certain forms of chocolate (the darker and closer to pure cocoa the better) can provide the same blood-thinning and heart attack protection as aspirin. We're definitely not talking about milk chocolate, which is highly processed and loaded with sugar.

The flavonols in cocoa can help improve blood flow, and the amount needed isn't that much. The candy company Mars has done extensive research into the benefits of cocoa. They now have a line of consumer products called CocoaVia that are rich in beneficial flavonols, but those products still contain more refined sugar than I'd care to recommend.

I never thought I would be recommending chocolate bars. As I've said before, I'm one of the few people on the planet that really doesn't care for chocolate. Many people do enjoy it, though, so you might as well get some health benefit out of your indulgence. Ideally you want a chocolate product that contains at least 60 percent cocoa solids (it'll say so on the label) and that has been minimally processed (alkali or "Dutch" processing removes much of the flavonol content from the cocoa powder).

When you combine the problems associated with aspirin resistance with those of aspirin-induced gastrointestinal bleeding and macular degeneration, it should become apparent that it isn't a drug to be taken lightly, particularly on a routine basis. Just because it's "over-the-counter" doesn't mean it's safe for everyone.

Alternatives **May 2007**

The approaches described in this newsletter are not offered as cures, prescriptions, diagnoses, or a means of diagnoses to different conditions. The author and publisher assume no responsibility in the correct or incorrect use of this information, and no attempt should be made to use any of this information as a form of treatment without the approval and guidance of your doctor.

FUNNIEST STAFF MEETING EVER!

The boss of a Madison Avenue advertising agency called a spontaneous staff meeting in the middle of a particularly stressful week. (This is one pretty sharp boss!)

When everyone gathered, the boss, who understood the benefits of having fun, told the burnt out staff the purpose of the meeting was to have a quick contest.

The theme: Viagra advertising slogans.

The only rule was they had to use past ad slogans, originally written for other products that captured the essence of Viagra. Slight variations were acceptable.

About 7 minutes later, they turned in their suggestions and created a Top 10 List. With all the laughter and camaraderie, the rest of the week went very well for everyone!

The top 10 were:

10. Viagra, Whaazzzz up!
9. Viagra, The quicker pecker picker upper.
8. Viagra, like a rock!
7. Viagra, When it absolutely, positively has to be there overnight.
6. Viagra, Be all that you can be.
5. Viagra, Reach out and touch someone.
4. Viagra, Strong enough for a man, but made for a woman.
3. Viagra, Home of the whopper!
2. Viagra, We bring good things to Life!

And the unanimous number one slogan:

1. This is your peepee. This is your peepee on drugs.

NICK HINCH—Parker, CO

Hello Bruce,

Here is a copy of my yearly update (first one since retiring last year). Hope it works for you. Dues check is in the snail mail. I was wondering, too, if you can provide mail or email addresses on the members? I would like to get in touch with Bob Beanblossom who has now moved from Denver to Oregon. We did a lot of work together at TK, and I enjoyed his update a couple of issues ago. Thanks for all your good work.

Cheers,

Nick

RICK HOEFER—Mission Viejo, CA

Hi Guys,

I'm a little late with the annual letter because we just got back from visiting our Austrian family and friends. 12 1/2 hours non-stop MUC-LAX on Lufthansa.

It's been another busy year for us. I'll try to be brief, not my forte.

Last June ('06) our daughter May gave birth to Sirianna Marie Hoefler. Since May is a Thai and Steve has a lot of Mexican blood we decided that Sirianna is a Timex. She just keeps tickin' that's for sure.

July was our busiest month ever I think. Marie did most of the work but I did what I could. Many of our "exchange student" family and friends decided that July '06 was the time to visit us. We have a sign that says, "Mi Casa Es Su Casa". It was a real chance to prove that.

Ursula, our Austrian daughter came over for a month with her eldest son Peter. In a few days Michael and Beate, two close friends from Germany, arrived. Then Lida, a beautiful and brilliant Greenland Eskimo, and her husband a Danish Greenlander, arrived. And finally Kieren, an Aussie classmate of Ursula's, and his family showed up but there were no empty beds so they stayed nearby and spent time with all of us. When there was an empty bed, our daughter Teri and her two boys filled it. When it got too hectic she went back to PDX. Then everyone else left on the same day. Michael and Beate, on "companion passes",

found all the planes full out of SNA so they came back for a few quiet days. Then SNA-ORD, two days in Chicago and ORD-FRA.

In August Marie flew the 37th annual "Palms to Pines" air race. She came in 8th even though they carried a couple of stranded racers, whose plane broke down, on the last leg.

In September we went to the "Tailhook" convention for the first time. It was fun and we met John McCain, the guest speaker.

In October Steve and May and Sirianna took us by boat to Avalon for the weekend. We had flown into Santa Catalina several times but had never had been to Avalon. Then Ryoko from Japan came to visit us for a week.

In November Kieren's mother, Violet, came in from SYD for a three week stay.

December was reserved for family stuff.

In January we went to PDX to visit our daughter Teri and her husband Chris and our grandsons Badger and Vito.

In March and April we did body maintenance work. I had my fuel injectors cleaned and three supercharger Stents installed on the intake manifolds of my heart. In the hospital on Friday and out on Saturday morning. It must have worked because suddenly I saw a lot more pretty girls all over.

I felt fine right away but, since the doctors wouldn't let me bench press my usual 1000 pounds for a month, Marie used my down time to have implants put in both eyes. She's now 20/20 in both eyes and threw away her glasses. She hasn't seen this well since high school.

In May our son Mark came back from Costa Rica where he is building a new restaurant. He is living with us while he sells his restaurant in Pacific Beach.

In June our son Dan and his wife Ying took us on our first pleasure cruise. We went to Cabo San Lucas. At the last minute Sirianna decided to come along too. She brought her parents also. It was a fun family experience. Plenty of young people letting off steam. In the last week of June we tried to get on Lufthansa LAX-MUC but the loads were too heavy so we waited.

July first we took UAL SNA-ORD-MUC. After two week in Austria and a day in Sud Tirol, Italy, we started back. We spent one night at the Kempinski Airport Hotel to charge our batteries and top off our fuel tanks and then walked over and checked in for Lufthansa's flight 452, MUC-LAX, business class, for 12 1/2 hours. Except for waking up wide awake at 3 AM for two days we are fully recovered and Marie is practicing for the race in three weeks.

The "Palms to Pines in August, "Tailhook" convention in September, followed by visits by our young German friend Andrea, now Dr. Andrea Bender and our young Japanese friend Chihori, now Chihori Miki, VP (of an international sushi chain whose name I can't remember). Then the holidays and we'll rest up in January while we plan 2008.

See Ya Around, *Rick and Marie*

C.H. "BO" HUMPHREY—Camarillo, CA

Another birthday has rolled around and again its time to thank all who give of their free time to publish the *RUPANEWS*. Also, greetings to everyone who use to "bid restaurants" with me each month. I have fond memories of good layovers, going to a favorite restaurant or finding a new one with good friends. The good memories are strong, and the bad memories of all-nighters and early get ups seem to be fading. On another note, last August, due to a change of medication, my blood pressure got so low that I passed out. Barbara found me on the floor and called the paramedics who carted me off to the hospital. After a couple of days, the medication and blood pressure problems were corrected, but evidently when I fell, I tried to brace the fall, and ended up breaking some bones in my right hand and thumb. So there I was with a cast from my hand to the elbow. Small tasks such as putting on socks, cutting food at mealtime, or even zipping up my trousers became major hurdles using only the left hand. Never did learn to use scissors left handed. Anyway, the hand has healed nicely, and I have a great excuse for my lousy scores in bowling and golf. Until next year - stay healthy.

Bo and Barbara

TOM HURST—Pinehurst, NC.

This year makes 81, 21 years of retirement! Things going along just about normal for the age bracket we're in. Golf handicap keeps going up and the drives get shorter. Hopefully the chipping and putting gets better but it never seems to keep up. Betty and I are planning our annual trip to Maui in mid-January. We usually spend six weeks. This year we think our two sons will be there with us for a week. One is from CA and the other from CO. Oldest son is a lawyer in San Luis Obispo and the younger is a dentist in a suburb of Denver, Lakewood. He has been president of the Metropolitan Denver Dentists Assoc. and is presently working through the chairs for the Colorado Dental Assoc. where he is the president elect this coming year.

Here in Pinehurst, I and Foster Sturdevant represent the senior members of UAL. Dick Salley arrived two or three years ago from Costa Rico. This year Rick Ogden (a Cleveland Crazy) and Tom Race from Washington DC area arrived on the scene. There is at least one more but I can't remember his name and haven't met him. I think he came in from the west coast.

Just got confirmation from PBGC that the amount they have been paying me is correct and they will continue as before. Nice to get that confirmation. It's kind of like waiting for the other shoe to drop because you never know what will happen next. How lucky we were to have worked when we did and seen aviation at what I think was its best. IDL-EWR-LGA-ORD

BRUCE KENNEDY—Spring Lake, MI

Aug will begin my 13th year of retirement. Time flies when you are having fun.

Both our Health has been good for except that my left eye problem has not gone away.

Kathleen & I celebrated our 50th Wed Anniversary in January and enjoyed the party with our children and 9 grandchildren.

Still living in West Michigan and enjoy boating/sailing on Lake Michigan. We are very lucky to enjoy our family since all members are within 50 miles.

I am glad that I worked for UAL during the good years; today's airline job is a very distant shadow of what it was.

I have 2 sons that are pilots; one flies for Jet Blue and life is pretty good. The other flies for US Airways and life is VERY BAD.

After going thru 2 bankrupts, lost of pension, work rules and 50% cut in pay, they now have an unjust seniority merger problem that ALPA ignores. (my current Airline Pilots magazine does not even mention the problem or the pilot protest meeting at ALPA headquarters)

My son with 21 years seniority @ US airways is now behind a former American West pilot with 5 years.????

Tensions are VERY high with the US Airways (EAST) pilots and there is a movement to break away from ALPA and start there own union.

I was a loyal ALPA member, even walked the line during our strike, but ALPA has been a major disappointment since as any UAL retiree will agree. ALPA has been a "go along" group allowing companies to violate agreements almost without protest.

I hope other airlines will bid ALPA goodbye.

Bruce

MARGARET B. KUHN—Green Valley, AZ

Ted:

Sorry about the delay but thanks for the RUPANEWS.

Peggy

SKIP LA ROCQUE—Hobe Sound, FL

Having just completed 73 orbits around the sun, its time for the annual letter. This has been a year of "ups" and "downs". At the end of August, Jeanne started having lower back problems with sciatic pain down her right leg to her toes, which finally got unbearable. She tried everything to avoid surgery - cortisone shots, chiropractic care, pain

management, and physical therapy. Nothing worked. The only "up" during this 5 month ordeal was a 7 day cruise to the Eastern Caribbean on the Caribbean Princess in November. Fortunately, a cortisone shot kept her relatively pain free for 10 days.

In December, a neighbor **strongly** recommended I take her to see the #1 neurosurgeon in Stuart. The doctor gave her two choices - (1) live with the pain for the rest of your life or, (2) let him operate. He operated on her back in January and inserted 2 titanium "X-stops" between vertabrae L4/L5 and L5/S1. She came out of the operation 100% pain free; was released from the hospital the next day, and has been a living, walking , talking human being ever since.

We did miss 2 important events this year. We did not make our annual trip to Virginia to spend Christmas with the family, and we missed my USAF cadet class reunion in Albuquerque, NM.

In January, I was diagnosed with early stage glaucoma. My ophthalmologist put me on eye drops that has decreased the pressure within my eyeballs. He said if I am faithful with the eye drops, I will not lose my vision. In April, I saw my friendly dermatologist. I got lucky this time; only had one basil cell carcinoma. In May, we drove to Cape Coral to see our #2 grandson graduate from high school.

In July, we drove to Northern Virginia and enjoyed the 4th of July with kids and grandkids. Then up to Massachusetts to visit my cousin on the lake for 10 days. We got to see all the relatives at a "gathering of the clan", and visited with some old friends. Then we drove down to North Myrtle Beach, SC for a week at the ocean. We had 7 days of sunshine, and had dinner with some old friends from Massachusetts and Virginia.

I'm still running around the tennis court 3 days a week, and Jeanne is still exercising in the pool 3 days a week. As of this writing, we are both in good health. Til next year -

Tail winds,

Skip and Jeanne

BILL LAWRENCE—Port Hadlock, WA

Probably too late to make it in the August issue. Seems I just got done writing last year's offering.

My favorite Marine, Darlin' Daughter Ginger, completed her 3rd tour of Iraq, and this time I really think she means it when she says she's not going back. Suits me just fine. Now I get to worry about son Morgan, who is in Fort Sill preparing for deployment. More on that shortly.

After taking the QE2 round the world the previous year, I decided to try the low rent version and take a slow boat to China. Took a room on a cargo ship from Seattle to Hong Kong. No frills, but I and the other 2 passengers had the run of the place, even the pilot house and the engine room. Fascinating. Then, from Hong Kong, I took a bus a few hundred miles into South China for a little look-around. South China is quite different from North China. In North China, they say "Ni Hou". In South China, they say "Ni Hou, Y'all. Ni Chiang He Dong Xi Ma" which roughly translates "Howdy. Get your ass in here and have a beer". My time in China was limited by the fact son Morgan was graduating from Fort Rucker's helicopter program. He's with the Washington Air Guard, and took leave from his job with Pinnacle Air to learn to fly Black Hawks, so I took a more rapid form of transportation and went directly from South China to South Alabama. The two places are more alike than one might imagine. In both places, the people talk funny and eat strange food. Main difference is there are no road side stands selling boiled peanuts in China. I guess a proud papa gets to brag a little, doesn't he? Morgan graduated #1, "distinguished honor graduate" (Top Gun) from helicopter school. There were 40+ graduates, half of whom were West Pointers. Morgan commented "Those guys are really book smart, but half of them don't have the sense to come in out of the rain".

Anyway, then he interviewed with Horizon Air, got hired, quit Pinnacle, learned to fly the Dash 8 400, got in his 100+ hours, and then gets called up for deployment. Anyone who says the Nat'l Guard is a way to get out of going to war is either ignorant or is a flat out liar. So now I can look forward to another year of sweating out having a kid in the hot cat box.

OK, a brief editorial. I have a word I wish to say to a few of my colleagues. They know who they are. Kwitcherbellyachin! We had a wonderful career. There were a few bad spots, but for every bad spot there were a hundred good ones. We made a trainload of money. Everyone of us is the end product of all the choices we made in our lives. I made more than my share of bad choices. I pissed away more than my share. But anyone who had the career we did and is now caterwauling about not being able to take care of himself must be a world champion of dumb choices. Sure, I'd like to have the retirement income I was promised, but I don't. Yet, I have all the material goods and all the comforts I could possibly want. How could I not? Every day you wake up in good health, please, just shut up and enjoy it.

Bill Lawrence the younger

SHERM MANCHESTER—Novato, CA

Hi Ted, It seems I've joined (at 70) the ranks of those 'too busy' to get their renewal checks in on time. The check is in the snail mail to Bruce with apologies, and I'll try to better next year. We've been relatively healthy this year, however modern medicine has been carving me up a little. Arthroscopic meniscus surgery on the left knee, partial thyroidectomy (everything was benign) and the left rotator cuff seems to be frayed. Sheesh, "if I'd known I was going to live, etc."

We are still spending part of the rainy months in Palm Desert, and may go back a little earlier this year, as they are making a real mess of the golf course here. We (the members) decided to do a full renovation. The course was built in the late 50's, and really needed a new irrigation system. Some of the younger members decided that we should also update the drainage, bunkers, and greens and put in new fairway grass. The last estimate I heard was March 2008 for the course to re-open.

When we traveled to the Med last October for a "bargain price" cruise, I was unable to use any of our miles to get a ticket and wound up buying two United Business Class tickets. Traveling with "real" tickets didn't help; they still managed to lose

our luggage. Probably because the cheap tickets had us going SFO – ORD – MUC – NCE - FRA – SFO. As, I'm sure you've guessed, we missed our connection in Chicago, and wound up going through Frankfurt. Oh well, some things never change! The bags did catch up with us before we boarded the ship.

Please accept my thanks for all the work everybody is doing with the newsletter. I read it cover to cover.

Sherm – JFK, MIA, LIS, SFO

A. MARTIN, JR.—Fair Oaks Ranch, TX

Ted, I hope you can publish this column in the attachment. I had the shingles about three months ago and I am just now getting back up to speed mentally and physically. It is a terrible thing and I had a mild case. Bill Paris had this and lost the sight in one eye (hopefully temporarily). From my perspective it has all of the right information and is accurate from all of the research I have done. I tell people "Get the shot" and most do not know that it is available. It would be cheap at 10 times the price. The attachment is in JPG format.

Thanks, *Len Martin*

(Coming next month—Ed.)

A Martin Jr
marylenz@earthlink.net

GEORGE & JACQUIE MATHES—Woodstock, IL

Nine years since retirement. Still practicing financial planning and it has been enjoyable working with airline peers since leaving UAL, but a little disheartening being so close to the turmoil over the past few years. Spouse (retired UAL Flight Attendant) and I have had a relatively peaceful & healthy private life here in Northern Illinois.

Really appreciate the work of those who make *RUPANEWS* a reality. Check on the way.

George & Jacquie

JOHN MATOL—La Valle, WI

Dear Bruce,

Please find enclosed my check for \$25.00 for my next year's dues. I've only been retired for 10 months but I enjoy the letters from the older retirees. It is inspiring. Life is good and I am glad that UAL and all its problems are at my six o'clock. Morale is so bad on the property that I hope it doesn't lead to a distraction that will result in an accident. Knowing how busy my life is you are to be commended for taking on this responsibility for RUPA.

Sincerely, *John*

BOB MCAFEE—Livermore, CA

Hi Ted,

I wish to start out with a sincere apology for being so late with my check for my subscription to *RUPANEWS*.

As you may know, I lost my "best buddy" and the love of my life, Phyllis, on October 14th, 2006. Phyllis and I were born within one month of each other. My parents and Phyllis' parents were both farmers near a small town of 203 residents, forty-five miles south of the state capital of Springfield, IL. Phyllis had two brothers that I played with, chewing on wheat stems daily and pushing over every outhouse we could get our hands on every Halloween.

When I was in the 6th grade, I noticed that Phyllis was a beautiful young lady, so I invited her to join our little club. From that time on I noticed that she was just as smart as her brothers and I were. After eight years of dating her and checking her out, she passed the test with flying colors.

I would terrify her in different broken down, un-airworthy airplanes that I was lucky enough to purchase. I attended Spartan School of Aeronautics in Tulsa, OK. The first airplane I ever owned was a 1940 BL, 65hp, Taylorcraft that I bought for \$150 that was red tagged. The aircraft had numerous 1" holes in the wings, but I flew it on a ¼ mile-long clover airstrip known as Badger Mound International Airport. A very good touch and go, almost smooth, airstrip on my family farm.

I wanted to impress Phyllis with a courtesy flight, but she saw the holes in the wings and said she

would not fly in it until I gave it a new “rag top,” so I did. I flew it around the patch once and proved that it would fly. Phyllis finally got up enough nerve to get in and “she did.” She said that she dreamed that she wanted to marry a pilot and “she did” many moons later on Jan. 1, 1951. (Smart move on her part)

We grew up together in the same Sunday school and church, grade school, high school. and went to three of the same colleges; Eastern Illinois State University, University of Tulsa, and Denver University (for a short time, while I was an aircraft and engine mechanic for United on the midnight shift and she taught school in Aurora, Colorado).

I consider myself the luckiest guy on earth for having Phyllis as my wife for 56 wonderful years. I miss her dearly, and I look forward to being with her again someday.

Bob

R. BUD MCFALL—Kamuela, HI

Cleve, Larry, Bruce, Bill, et al,

Here’s my on time check!

Still living green here in Hawaii. 5 years totally solar with hybrid car. Raising chickens, honeybees and occasional goats beats shoveling snow for me!

After two knee operations in the last year, I’m getting back in the scuba game. My honey, Star and I have been together for nearly 8 years now. This could be the beginning of a real relationship! We’re both into ham radio, scuba, honeybees, good movies and good food. We both volunteer for hospice here too. Our first grandchild was born a few weeks ago and another is on the way. The fun never ends.

Thanks for the good work! Keep the blue side up.

Bud

R. Bud McFall -- Kamuela, HI

treefarmer@aloha.net

808-882-1233

J.V. MC NAMARA—Ponte Vedra Beach, FL

Exactly five years to the day, at ORD B-17, I passed under the water cannons and called it quits.

I wonder; do final-flight-retirees still get the H2O treatment, or has that gone the way of the pensions? Perhaps it was negotiated away? I remember, as a new hire '69 DC-8 plumber at JFK, hearing about- to- retire Capt's. lament that the job just was not the same as it used to be. Tell me about it! Living in Ponte Vedra Beach, Fl., a mere 1684 steps from the beach (I counted them), has left Vickie and I with little desire to hassle pass travel. Maybe in the fall. Many thanks to the wonderful staff of this great newsletter.

Regards *Mac*

GEORGE MENDONCA—San Mateo, CA

The biggest news for me this year, I set up an endowed scholarship with Embry Riddle Aeronautical University at Prescott Arizona. It does not take much money and the satisfaction is great. I have wanted to do this for a long time. I finally decided if I do not just do it, I'll die first. I have helped a friend fly off the phase 1 time on his RV-4 (40 hours). I'm still flying Young Eagles with 1265. Until next year “Keep a stiff upper lip”.

WILLIAM (BILL) MILLER—Rockford, IL

Hello, Because of the rapid passing of time, and the ruling of Marion Blakey I find myself without an airline job. In years gone by, it would have been my time to just go out and enjoy life. But now I have to go out and look for a job and *not* have much fun. You see, I only get \$1,400 a month from the PBGC (*Pension Been Given to Crooks*) and who can live on that? I was however, offered a job in Ethiopia making \$60,000 a year driving 767's. If that's not bad enough, I would only get eight days home in two months. What a deal!

I think RUPA would do a great service by helping retiree's find jobs. It is very difficult to have to start all over again as if the last twenty years didn't even happen. It's fun reading how past retiree's are out cruising around in their motor homes and enjoying all kinds of great experiences. But, I have to warn you the people coming out from this time on are not going to be in a very good place.

So, wish me luck in my job search in a new career.

Best regards to all, *Bill*

BONUS QUESTION

The following is an actual question given on a University of Washington chemistry mid-term. The answer by one student was so "profound" that the professor shared it with colleagues, via the Internet, which is, of course, why we now have the pleasure of enjoying it as well :

Bonus Question: Is hell exothermic (gives off heat) or endothermic (absorbs heat)? Most of the students wrote proofs of their beliefs using Boyle's Law (gas cools when it expands and heats when it is compressed) or some variant.

One student, however, wrote the following:

First, we need to know how the mass of hell is changing in time. So we need to know the rate at which souls are moving into hell and the rate at which they are leaving. I think that we can safely assume that once a soul gets to hell, it will not leave.

Therefore, no souls are leaving. As for how many souls are entering hell, let's look at the different religions that exist in the world today. Most of these religions state that if you are not a member of their religion, you will go to hell. Since there is more than one of these religions and since people do not belong to more than one religion, we can project that all souls go to hell.

With birth and death rates as they are, we can expect the number of souls in hell to increase exponentially.

Now, we look at the rate of change of the volume in hell because Boyle's Law states that in order for the temperature and pressure in hell to stay the same, the volume of hell has to expand proportionately as souls are added.

This gives two possibilities:

1. If hell is expanding at a slower rate than the rate at which souls enter hell, then the temperature and pressure in hell will increase until all hell breaks loose.
2. If hell is expanding at a rate faster than the increase of souls in hell, then the temperature and pressure will drop until hell freezes over.

So which is it?

If we accept the postulate given to me by Teresa during my freshman year that, "It will be a cold day in hell before I sleep with you," and take into account the fact that I slept with her last night, then number two must be true, and thus I am sure that hell is exothermic and has already frozen over. The corollary of this theory is that since hell has frozen over, it follows that it is not accepting any more souls and is therefore, extinctleaving only heaven, thereby proving the existence of a divine being which explains why, last night, Teresa kept shouting "Oh my God."

THIS STUDENT RECEIVED AN A+.

FLORIDA LAW ENFORCEMENT

It's good hearing about top quality police work. Florida got it right. Bravo for Sheriff Grady Judd!!!

As reported earlier this week, some dirt-bag who got pulled over in a routine traffic stop in Florida ended up "executing" the deputy who stopped him. The deputy was shot eight times including once behind his right ear at close range. Another deputy was wounded and a police dog killed.

A statewide manhunt ensued. The low-life was found hiding in a wooded area with his gun. SWAT team officers fired and hit the guy 68 times.

Naturally, the media asked why they shot him 68 times.

Polk County Sheriff Grady Judd told the Orlando Sentinel, "That's all the bullets we had."

ART MOUNT—Stony Brook, NY

RUPA, Another year and another candle. How time does fly.

All's well here on Long Island. Five grandkids within a 45 minute drive makes life interesting. Four granddaughters with two of them 22 months old and born six days apart. They certainly have loud voices and a lot of energy.

Grandson age eight is the lone ranger. My 30 year old son has some time to change that. We'll see.

Interesting event in my life is that I went back to work. I started at the FAA last September. Work with Garry Coulter, who flew many a trip to London with me and always kept me on the center of the airway.

Of interest to me is that this is the FAA office my dad retired from in 1968. Rather neat, in my opinion.

Wife Shirley and I will celebrate our 42nd anniversary this coming week.with me in Oklahoma City at the FAA Academy. She'll be home taking care of her 92 year old mother.

Thanks to all the RUPA guys and gals who put in so much time to keep everyone aware of old friends. I really do appreciate it.

Hope all is well with everyone. *Art*

CHUCK AND MARGE MUHL—Fallbrook, CA

73 and reporting that my cry last year for help finding the NAS Saufley "SaufleyFiasco" recording was answered by Captains Ken Childrey and Richard Murdock. Thanks to them I now have a great recording downloaded from retired US Marine, Col Larry Brown's web site. Should you desire a mp2 copy of the trials and tribulations of an SNJ 4-Plane Formation Instructor plz email me at chuckmuhl@roadrunner.com and I will forward same. Richard said, that Instructor Lt Nichols in spite of his notoriety was, "one damn fine pilot and would have followed him on any mission".

Much the same here with thanks for safe return of Son-in-Law Paul back from forth Iraq tour. We do enjoy watching Grandchildren do things we can only think we were able to do, as bodies are full of old age. We cheer on Chargers with hopes for championship in 2007-8. Really looking forward to Skyraider in VA-25 "livery" being presented

aboard USS Midway Museum in November. What a fantastic museum "Schoolboy" is!

Until next year, keep the blue over the brown.

Chuck 3518 Sarah Ann Dr., 92028; '68-'94
JFK,LAX,EWR.CLE,LAX

PAT MURPHY—Morrison, CO

ILD-DEN-SFO, '56-91

Well, it's been a quiet year in Paradise, so as I turn 76 I will revert to nostalgia in this letter. The first bit of "looking back" came when my bride bought me a ride in a B-17 last Spring. I was able, in a very, very small way, to sample the sights, sounds and smells of the old bird and try to relate the thirty minutes aloft to the stories Mack Connelly and Joe Kenney have been telling of their days in the Mighty Eighth. It was truly a humbling and thought provoking experience.

Shortly after that, the Memorial Day weekend found me and my Cessna 170 flying to my farm in Dakota. Low ceilings and detouring showers made the flying a little less enjoyable, so as lunch time approached I dropped onto the grass strip at Whapeton, ND.

My only reason for stopping there was because the airport was within walking distance to town, but as I tailed into a tiedown spot between a Grumman Ag-cat and a Navy T-28, I sensed I'd stumbled onto something exciting. Gerry Beck has a P-51 restoration facility on the field; for the rest of the afternoon I was treated to not only lunch, but a jaw dropping assortment of WWII aeroplanes. He opened up his storage hangar after lunch and a tour of the shop and told me to take my time looking. His pride and joy is an A model P-51 with the Allison engine, sparkling even in the dim light of the hangar. He said, however, that his TBM is the winner of the dead grass award where ever he displays it. They have another TBM in the Fargo Air Museum, a beautifully kept building right on the Fargo airport. This Torp is exquisitely restored with the name of Stew Bass painted on the side of the cockpit. Since I had briefly flown the TBM as a squadron hack, (it could carry a storekeeper sailor and more spare parts than our Banshees) -I got in contact with Mr. Bass. He's a delightful 83 years young, still works at the museum. He told me of his help in sinking the Yamoto in 1945.

Leaving Fargo under a special VFR clearance, I flew further North to visit an old Navy buddy. We had joined the Navy together at Bismarck and crewed the same ship for a couple of years. We even made the front page of the Hillsborough Banner, explaining our first reunion after 54 years. Of course it helped that his daughter is on the newspaper staff.

Enough nostalgia, even for RUPA, which harvests that crop. Thanks for all the harvesters. *Murph*

JERRY NANSEL—Wellington, NV

Hi Bruce

Thanks to the blurb about dues in the last issue. I'll be early for a change.

We especially appreciate the article in the June '06 issue about the CAN-C eye drops for cataracts. My wife has been using them since January and her most recent eye exam in May showed some improvement. We order CAN-C ~pm www.Smart-Nutrition.net. *Jerry*

BOB NICCOLLS—Medford, OR 61-94

Greetings to all from Southern Oregon. The years fly by but my timing just doesn't get any better...a year late this time. It's been a good period though starting last year with several cruises to the Caribbean back to back, some time at Yosemite staying at the Ahwahnee amidst the waterfalls of Spring, attending the Bohemian Club's encampment at their redwood grove in Sonoma County and hearing Colin Powell and Jack Valenti speak, time at the family camp on the Chetco River in Oregon, a two month trip across Canada ending at the end of the paved road in Labrador and then watching planes from Europe come across as we wandered the Viking settlement at the north of New Foundland (a most thought provoking sight as one looks at the Viking settlement ruins and then, above, the trail of planes from Europe with their loads of travelers), trailer trips with the two oldest grandsons along the Oregon coast plus times at the beach house watching sunsets. More recently we've been remodeling the home here in the Rogue Valley, which has been more time consuming than we thought it would be, and again time with the family plus planning a fall cruise around the

Hawaiian Islands. The family is well. Our daughter and son-in-law busy with their two boys and the entire family's dedication to Scouting. Son Scott left Pinnacle and is now in school with Alaska Airlines.....a very fortunate move for him. He lives in Medford so the commute will be very much easier plus Alaska has been his dream job and one he has always wanted.

I keep busy between trips going to the gym every other day and taking care of the commercial real estate projects. It's interesting, rewarding and some really good folks to do business with. Well, time to head to bed. I leave early tomorrow for Canada and some fishing on the northwest side of Vancouver Island.

Cheers to all. *Bob*

JIM NUGENT—Reno, NV

Greetings to all my friends of 33 years flying the line. Norma and I are still alive and kicking in Reno, Nevada. So far, thank the Lord, we have no health problems. I am still flying for Orbis International. This past year Norma went with me on a mission to Danang, Viet Nam where I spent most of 1964. The place has changed a lot in 43 years. We met the Vice President of Viet Nam, a woman who had spent 16 years in prison in the 50s 60s and 70s. She attributed the change in Viet Nam to: "the progress of peace". An interesting lady. Wish I would have had more time to talk with her. Last year I also flew the Flying Eye Hospital to Uganda and Ghana. We parked near the old terminal building in Entebbe, Uganda which is still bullet ridden from the Israeli rescue operation which took place there.

About the only other traveling we have done has been visits to our 6 grand kids and trips to our condo at the Mana Kai, Maui. We spent the month of January there. Our youngest son, Andy, was there with us for a week with his wife and one and a half year old daughter. It is great being a grand parent.

I feel really bad when I see what has happened to our once proud airline and grateful for the great years that I had there before it slithered into decay.

Jim

EWR,JFK,LAX,SFO,LAX



United Airlines Historical Foundation

"Preserving the Past, Inspiring the Future"

VARNEY AIR LINES (continued)

After Cuddeback landed at Elko on the C.A.M #5 inaugural flight, he warned pilot Franklin Rose about the strong winds and thunderstorms encountered in the mountains north of Elko. Soon, the Swallow was refueled, the mail exchanged and Rose departed on the Elko-Boise-Pasco inaugural return-flight.

When Rose failed to arrive in Boise by 6 pm, the Varney staff began calling the few ranches along the route that had telephones. A search began the following day, April 7, 1926, using government and private planes, cars, horses and on foot. The other Varney pilots reluctantly agreed to continue flying their scheduled mail routes rather than join in the search.

Rose had been blown 75 miles off-course and landed in a desolate, muddy area just north of the Idaho-Nevada state line. The plane was undamaged but was stuck in the mud. Rose had hiked to a ranch and borrowed a horse. He then rode the horse 30 miles before finding a house with a telephone and calling Boise - 48 hours after he had gone down.

By the end of his first week in business, Varney realized he needed more powerful engines. He asked the Post Office for permission to suspend mail service for 60 days and they consented. Varney determined that he needed air-cooled 200 hp Wright-Whirlwind J-4 engines to replace the Swallows' water-cooled 160 hp Curtiss C-6 engines.

Vern Gorst of Pacific Air Transport had a contract with the Ryan factory in San Diego for the first ten production-line Ryan M-1s with Whirlwind engines, so they made a "paper-deal" for the new engines. After installing the engines and a week of trial-runs, Varney resumed mail service in June 1926.



"Six-Birds-in-Row" - Five with Whirlwinds

By late 1926, Salt Lake City had replaced Elko at the C.A.M #5 route's south end. Varney Air Lines' first fatal accident occurred April 15, 1927 during a flight between Salt Lake City and Boise, killing Pilot William E. Sanborn. Following this accident Varney contacted Stearman about replacing the Swallows.

In early 1929, Varney began taking delivery of Stearman's newly-designed 525 h.p. Cyclone engined M-2 "Speedmail" planes. With 91 cubic feet of cargo space, these planes carried a thousand-pound payload and cruised at 125 m.p.h.

After receiving the C.A.M. #5 contract, Varney continued to bid for additional C.A.M routes. In 1929, the Post Office awarded him the route linking Portland, Seattle and Spokane to his Pasco, Boise, Salt Lake City service.

Varney Pilot Joe Taff flew the inaugural flight in mid-September 1929, flying through forest-fire smoke so thick he couldn't see the recently-installed beacons on the Columbia River Gorge.

By Marvin Berryman from the Time-Life's "Flying the Mail"; "Vern C. Gorst" & the "U.S. Civil Aircraft Series" - Vols. 1 & 2. The re-engined Swallows photo is from the DENTK UAHF collection.

Please mail tax-deductible contributions and donations of United Memorabilia & Artifacts to: UAHF, Tom

SAM O'DANIEL—Evergreen, CO

Hi Ted and Gang,

Another year in retirement and enjoying every second of it !! Coming into my 5th year so now I join the "Medicare Crowd"!!

Not a lot to report, just the fun visits with the grandkids and looking after the Moms in Memphis. Did take a fun trip to Charleston, SC. over the 4th of July with the whole family for Judy's and our daughter's birthdays. Sailed on a 50 footer on the Forth to watch the fireworks from the harbor.

All else is good with the family. Just playing golf (handicap not improving) and keeping busy with my new toy. I bought a '55 Chevy that has been restored to "Street Rod" perfection. Bright fire engine Red and running a 400 small block. Lots of fun!! ,

Thanks to all the folders and stuffers for keeping everyone informed. Check in "Snail Mail"!!

Sam and Judy 6/1964 - 9/2002
DCA, LAX, CLE, DEN, HNL, SFO

KENT PARSONS—Newport Beach. CA

Seems like yesterday I was pushing the 400 back and forth across the Pacific – just over 6 years ago!

Nowadays, just living the good life as a Newport Beach guy.

I do have a never-ending project of remodeling my sixty year old house, which keeps me busy. *Kent*

JOHN & JOANN PINTER—Vermillion, OH

Cleve & All:

Gee wiz, another \$25 due; seems like I just sent it in for last year. The time sure does fly but I guess it is better than just sitting there waiting for it to pass. Another busy year has come and gone.

Last summer was like a blur. Of course we HAD to play golf at least 3 times a week (sometimes even more). And we HAD to go boating with our friends when we were invited along (remember, we sold our boat last year). I also run the Police boat in Vermillion several times a month so I have a meager income for a few months (keeps me out of the bars).

As you know we had been trying to sell our house for over a year. We finally decided we would move to the condo in the summer and leave the house empty before we left for Florida. All through the summer we would pack up boxes, load them in the van and take them to the condo. Then we would unpack them, put the "STUFF" away and go back for more. About a month before we left for Florida we had movers come and move the heavy things. Talk about an easy move, piece of cake! When we returned this spring there were no piles of boxes etc. to deal with.

While visiting friends in Myrtle Beach on the way south we had an offer on the house. We countered back and forth while in Myrtle Beach and on down to the Fla. condo until we reached agreement and the house was sold. Since it was vacant we did everything by fax and didn't have to travel back north.

While in Florida we heard the house was torn down, seems they only wanted the lot to build a larger house. We had to come home for a family emergency in Feb. so we went to look at the hole in the ground that was our home for 29 years. It didn't bother us because we like our new condo just as much. It's almost twice as big as the house (4900+ sq ft) but about 1/3 the value of our house. We managed to downsize in cost only and cut our expenses by 25%.

Florida was wonderful since there were no hurricanes and damage to repair. We played as much golf as we could, boated with friends down there and visited other friends and family around the state. Most of our friends in Fla. are party animals so we are constantly getting together with them or having them over to our house to reciprocate. How lucky we are to have such quality friends both up North and down South.

JoAnn and I are fortunate to be in exceptionally good health. We count our blessings and hope the *old age* aches and pains don't turn into anything more serious. That along with selling our house and getting our finances in line looks like we will be sending many more \$25 checks to you.

I extend my best wishes to all of you and hope this letter finds you all happy and enjoying retirement to the fullest. *John*

M. RAY RANDALL—Federal Way, WA

Hi Bruce,

Just noticed on my last *RUPANEWS* that my subscription has run out so enclosed you will find a check.

Faye and I are in pretty good shape for being 84 & 85 years old and married for 64 years. Still travel by car but have given up flying as it is getting to be a pain. Will be going to Crater Lake in Oregon this September. Have stopped going to Maui after 20 years because of the flying. Faye had a hip replaced and says she feels the best she has felt in 20 years. For those people that know me I don't go fishing for steelhead anymore. Lost my fishing buddies Guy Cain, Eddie Jones and Bob Powers and haven't fished much since.

I want to thank all those who put the *RUPANEWS* together and send it out although I don't seem to know anybody any more. I only recognize 2 or 3 names per copy. *Ray*

BILL RICHARDS—Trinity, FL

Hi Ted:

I read the latest issue of *RUPANEWS* last night and couldn't help mentally smirking at all the lame excuses usually given for late payment of dues. During this process I thought "Hey, wait a minute....." After careful study of my check register it became apparent that I was one of the sinners this year. So, with a blushing face I am sending my very late check with a bit of a late penalty to Bruce via USPS. Damn these "Senior Moments" anyway.

My wife Mary died last year while a patient at our local hospice. I was so impressed by the kind and compassionate care they provided her that I decided to help a little. I am now a volunteer and work one day a week at the hospital. I have to laugh when I realize that while I was once a hotshot airline captain, I now wash dishes, pots and pans in their kitchen. Another amusing thought: It has been sixty years since I last pulled KP in Amchitka, Alaska in 1947. Pots and pans then, pots and pans now. Progress?

My son insisted that I join him and his family at their home in Ireland last Christmas. I hated the trip over but once there he, my daughter-in-law and

my grandkids spoiled me rotten and I loved every minute of it.

Here're my two cents worth on prostate cancer: Seven years ago I had a biopsy. They took ten samples and seven of them were malignant. I had a phone chat with one of the UAL company doctors who had gone through the same thing. He had chosen surgery and outlined all the reasons why. I felt that if the cancer had become so established it might soon break out of the prostate and spread. I chose surgery. So far my PSA is also "undetectable" and my urologist considers me "cured." A prostatectomy can cause two bad things to happen to a man. They both happened to me. In my personal case, choosing surgery, the surest method, was the right choice. Looking back, if it had been caught sooner I think I might have opted for the Loma Linda proton beam treatment.

Enough gloom. Ted, if you have room, the following joke might be enjoyed by some of your readers:

The Lord came down to visit Adam in the Garden of Eden. "Adam" he said, "I'd like you to do me a favor." "I'll do anything I can Lord." "OK, I want you to go down into that valley..." Adam interrupted, "Valley? What's a valley?" The Lord described a valley and then added: "And then I want you to cross that river." "But Lord, what's a river?" The Lord told him what a river was. He continued: "And then climb over that hill." Almost in tears, Adam answered: "I don't know what a hill is either." With a sigh, the Lord explained hills. He added, "And when you get over the hill you will discover a cave." Adam: "Cave?" The Lord gives another definition.

"And once you enter the cave, you will meet a woman." Of course Adam drew another blank. The Lord described women to Adam. "And then," the Lord said, "I want you to reproduce." Adam replied with something that sounded like "Duh." The Lord then gave the very first lecture about the birds and the bees. Adam said, "I got it!"

So he took off, down into the valley, across the river, up over the hill and into the cave.

In a very short time he returned to the Lord with a puzzled expression on his face and asked: "Lord, what's a headache?"

Regards - *Bill*

RICK & ALDEANA SABER—San Rafael, CA
Wow! Nine years out...overview. Great career which UA cannot take away, good woman, good health, friends, "great ex." and a warped sense of humor; what else is needed? Travel on UA now seems akin to riding on a third world airline, thanks to Tilton's rudderless management, so we mostly travel PS on whatever airline goes there in our many travels. Since last report: still dive worldwide, my exploration dive trip on a MIR down to the Titanic last year delayed due to change by Russian Govt.-maybe next year. Sailed and dived throughout the Society Islands and the Tuamotu's. Took Aldeana windjamming off Nicaragua and Costa Rica, then to the steamy jungles and rain forest to learn the howler monkey cries. Slightly injured riding a quarter mile zip-line high across the jungle canopy. Just back from following Gaudi's surreal art in Majorca and Barcelona. Going to Cape Horn and Antarctica in January, possibly some Earthwatch work in South America later. At home, still fully involved as Greybeard in E Clampus Vitus; in same vein, ongoing re-enactor in persona of Emperor Norton I (check google). Sail our vessel, Eagle, everywhere when not tied up running Flotilla 12, CG-Aux, as Vice Commander at Station Golden Gate. Highly involved in doing vessel safety checks for skippers in Bay Area. Active and Proud Ruperian who greatly appreciates and salutes all *RUPANEWS* workerbees. Other than that, not much happening! Life is good! Check is in zee mail...Hey! Former flying mates-give a call, drop anchor with us, let's share some tall tales of our past adventures, some even true- eagle@rsaber.com

Rick and Aldeana Saber (aka cap'n crunch & Emperor Norton I)

STEVE K. SCOTT—Annapolis, MD

Twelve years in this program and lovin' every minute of it, though I'm not sure about Geri loving me around the house all this much!

Our son, Steven, is again flying Captain for USAIR; this time on the airbus vs the B737.

Notwithstanding the reduced pension we still manage a somewhat comfortable life style, thanks in part to the IRA RMD.

We did manage a few domestic trips this past year.....some DB's causing unplanned overnight stays.....the 50 seat RJ's just doesn't cut it for SA's.

Last year (2006) we spent 3 delightful days in Buenos Aires prior to boarding Celebrity's 'Millennium' for a 2 week round trip South Atlantic cruise, spending 3 days docked in Rio de Janeiro during Carnival.....We would love repeating that cruise every year!

The evening we were to depart BA the Argentine airline canceled, filling up American to Dallas and United's ORD and IAD trips. Fortunately 2 seats in business on the IAD flight opened at the last minute and my seniority bought 'em: Leaving JFKFO retiree Bill Mueller and several other SA's to spend another day in BA.

The evening of our arrival back in Annapolis, while walking to a restaurant holding onto me and a friend, Geri tripped, fell and broke her left hip. At least the fall and break happened in Annapolis and not South America.

Again, our sincere thanks to those responsible for the publication and distribution of the *RUPANEWS*.

Steve

P.S. Check's in the mail.

DON SOBEY—Tucson, AZ.

Surprise, Surprise...this one is early unlike so many others. Unfortunately it's because of really pressing surgery coming up in a few days that will have me out of the loop for several weeks. It seems as if sitting on my brains in cockpits for so many years has necessitated a stabilization of the spine. They are going to fuse 5 vertebrae with screws and rods and guarantee that I will walk like Robert Mitchum or a new Marine recruit. Frankly, I don't believe it but it has to be done or I'll never break 80 again.

The doctor says I will be able to turn on the security sensors from the remote parking lots with all the titanium he is going to put in my back.

On a sadder note, this last January saw the death of my wife of 50 years. Bernadetette was not only my wife but also my best friend and I am still not sure that I have accepted the finality of it. She is missed. To all you married guys out there pray that you go first. It's the cowards way out. To all you survivors, you know what I mean.

Looking thru the latest copy of the ALPA magazine reminds me of looking thru a copy of an ALPA magazine 25 years ago. Doesn't anything ever change? Layovers, duty time, crew meals, hotel pick-ups, flight safety, ATC, pay... and the beat goes on. Well, as the man said, "Keep the baby, Faith."

15 years and counting. My goal is to make them pay me for not working for as long as they paid me for working. I'm going to live to be 100 or die trying.

Blue side up, (or what ever color the TV instruments are these days)

Don

JOHN & DOROTHY STEFANKI—

Los Altos Hills, CA

Dear Cleve:

Tempus Fugit. Time Flies.

I just celebrated another birthday and my children and in-laws got me to fly in a Stearman Navy Trainer (N2S) at the Sonoma Airport. It was nice to fly again, in the trainer I first flew in the Navy prior to getting my Wings of Gold. T'was a nice memorable journey. Hope I get a few more flights.

Happy Landings! !!!! *John*

F. B. STEPHENSON—Sonoma, CA

Hello, Editor Ted and all...

Hopefully this is the correct address...this is my 80th birth date. It has been a while...Two decades, Bernie,...since I last graced the profession with my astounding skill. My body is still holding up, nothing especially wrong with it so far, runs pretty good but then, so does my Model A. The latter is two years younger than I am, however. I still play golf...in fact the other day I shot my age. Then I played the rest of the holes.

Looking forward to the RUPA convention. I hear that in that museum we're visiting are some of the aircraft I flew. I sure haven't seen any of them in the sky lately...My dues and a little extra for the refreshment of the folders, etc, is en route by U.S. mail. Or it will be, if I can remember where my checkbook is.

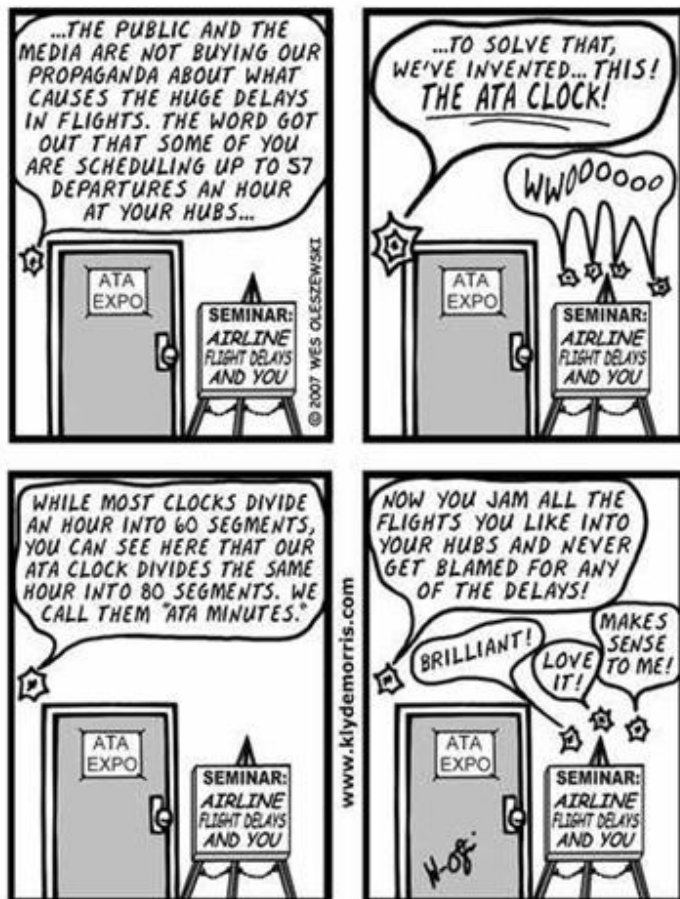
CHAN STOUGHTON—East Windsor, CT

Hello to everyone,

I'm sorry to say that my wife, Marilyn "Mattie" Sieber passed away last May of Idiopathic Pulmonary Fibrosis. The symptoms started with a bad cough about 7 or 8 years ago and gradually got worse so that her doctor put her on some very expensive medicine, Actimmune, and also oxygen. She did pretty well on that for a while, but then developed a blood clot which went to her lungs. It wasn't easy for her, but she fought it bravely right to the end. Mattie was a stewardess for about 3 years based in ORD, LAX & JFK, where we met on a flight from DEN to JFK. I was a F/O then and I remember Bill Picune was Capt. All I asked her for was a cup of coffee and I ended up with four more great children and eleven grandchildren and one great granddaughter. It was a great flight.

I hope & pray that UAL solves all the problems they are having and once again become the airline we can all be proud of. Many thanks to all who put the newsletter together.

Chan



FRANK SWAIM—Birmingham, AL

Dear Ted:

Checking in for birthday number 92. Still looking at the green side of grass. Thankfully.

Really enjoy the Newsletter and read it from cover to cover. Don't know all the writers, of course, but I still enjoy reading what the active ones are doing.

All goes fairly well here. No travels, of course, but staying fairly mobile. Limited by doctors appointments and medications. Not much change except Evelyn's dementia has worsened. Have to keep constant check on her.

Ted, I for one enjoy the fillers so keep them coming as appropriate.

Something was said a while back about letters of experiences so here's one. Use it if you can - if not, dump it.

When I joined United in 1940 from the navy, I was assigned to the DEN-CYS shuttle.

We flew it in B-247s. On duty 24 hours at a time - flew 6 round trips a day. The longest layover was in CYS 2-6 a.m. The shuttle was used to prevent transcontinentals from having to stop at both Denver and Cheyenne which would add a lot of time to the schedules. I flew with four captains Norm Johnson, Ross Kinkle, Jim Keeney and Bill Sherman.

On one southbound there was a highly inebriated female passenger creating havoc in the small cabin. Norm went back to straighten things out. She met him in the aisle, pulled his cap down over his face and punched him hard in the stomach yelling get back up in your s@#s%-house and fly this frigging thing like you're supposed to.

Needless to say the Denver police met us. Never did learn her fate.

I often wonder if there any more of us pilots who were on the USS Langley (world's first aircraft carrier)? Norm Johnson was the last one I knew of. That's all for now - Bye - sincerely and fraternally. Hope to write number 93.

Frank

JOE SWENSON—Littleton, CO

Hello all,

Birthday month has come again! Another busy year doing odd jobs, some flight instructing in B-777 & 767 sims and airline safety auditing all over the world. Also enjoying working with the kids at church in the AWANA's program. Eileen and I have done some vacation travel, mostly in the winter to Hawaii and also on the KLOVE (Christian music) cruise last January in the Caribbean which we enjoyed so much we are going again next January. Our son Erik just celebrated his 1st wedding anniversary and is very happy living & working here in Denver married to his high school sweetheart. We are also very happy for them both and eagerly awaiting grandchildren whenever the time is right. For now we will be happy with their "grandpuppy".

Thanks for the newsletter and the notes from all the guys and gals. I do enjoy reading about what is going on with everyone.

God bless you all,

Joe Swenson

email: jjswenson@qwvest.net

BILL TYNDALL—Green Valley, AZ

I've been enjoying your jokes and fillers as well as the rest of the News. Thank you.

Regards *Bill Tyndall*

JOE WEATHERBY—Cuyahoga Falls, OH

Ted, in reviewing the mailing address on my most recent *RUPANEWS*, it would appear I have been somewhat remiss in sending in my renewal of \$25. Sorry! Surely the filing system on my "stacked desk" has let me down again.

All is well with the Weatherbys. Orvis optometry practice thrives, Joe IV flies for Continental, Brad is with the "Federal Government" looking forward to his return from Korea, and Rachel is a criminal defense attorney in the KMSP area. I continue to volunteer my time flying for the USCG auxiliary, approximately one mission each week. It's enough to keep my hand in and provide all the nostalgia I or you need doing Jepp revisions. My best to all,

Joe

THE BEST BAR MITZVAH INVITATION

It is with great stress, emotional and physical fatigue
and incredible financial sacrifice beyond comprehension,
that we invite you to join us as our wonderful son

Jacob Adam

is called to the Torah as a Bar Mitzvah.

Saturday, May 12th - (yes we realize its Mother's Day Weekend)

Temple Israel

14 Coleytown Road

Westport, Connecticut 06880

at the ungodly hour of 9 am

Even though you don't really need to be there until 10:20am to catch the real action.

If you make it through the 3 hour service,
please skip the kiddush (it's just cookies and cake)
and join us instead for the ostentatious evening meal (Kosher, my husband's idea),
which starts at 7 PM, (not 8 PM.. or you will miss out on the 2000 canapes).

Birchwood Country Club

25 Kings Hwy S

Westport, CT 06880

(which we had to join just for this event and you would not believe the initiation fees)

Please have the courtesy of showing up if you RSVP that you are
attending, or you will be billed for \$210.00 a plate if you are a
no-show. Please RSVP as soon as you get this and not the day before the
cut-off date. I can't take the stress.

The gift of choice is either green, or contains a routing and account number. "

Hope you can make it! Lisa and David Miller

Dress: Black Tie optional

Theme: 007 James Bond

Kippot and Matching Eye Patch will be provided

ROBERT WITHEROW—Belmont, CA

Being RUPA is short of messages I'll send this along.

When I retired in 1994 I was unaware of the "once a member, always a member" policy of the United Credit Union, so I left \$1,500 dollars on deposit, just in case.

Every year I would receive a 1099i and pay taxes on it.

One year I didn't receive a 1099i, so I contacted the Credit Union and was told my money had been escheated to (confiscated by) the state of Illinois, because the Credit Union had had no contact with me for over 3 years. I was never contacted by the United Credit Union and had lived in the same house with the same phone number for over 20 years.

So began my 1½ year journey to recover my money.

I asked the state of Illinois for my money, but since the Credit Union had told the state of Illinois my last known address was in California, Illinois had sent my money to SAC.

When I called SAC, they told me my money was "in the pipe-line". Six months later my money had arrived in SAC, but then they wanted verification I was the right Robert J. Witherow. SAC required photo copies of my last Credit Union statement, my electric bill, and my Social Security card. When was the last time any of you actually saw your own Social Security card?

But never fear, 1½ years later I got my money. There's got to be a moral here somewhere!

Bob

LARRY WRIGHT—Sonora, CA

Hi guys,

The big 75 shows up August 27 and it doesn't seem that long ago when I set the parking brake for the last time. Retirement has had it's ups and downs since I had my heart problem. I had a couple "overspeeds" this year and had to go to emergency but after about four hours, medicine and \$4000 later it was ok to go home. Other than that Marillyn and I are fine (for old people). We've

only had a couple outings with our 5th wheel so far this year because of the ol' ticker problem. At least it's still ticking. We were going to spend some time away for our 53rd anniversary but haven't done it yet. What a wonderful wife Marillyn has been to me.

Another of our ten grandchildren got married this year. It was a pretty big ceremony in San Jose. He has his own Christian band as well as writing some music. Another grandson and his wife went to Russia on a missions trip. He is a youth pastor in Phoenix. And still two other grandsons, brothers, went to Peru for one week on a missions trip. They are active in the music program at Bethel Church in San Jose. While in Peru they played their guitars for about 3000 people. It's wonderful to see your grandchildren be so active for the Lord. After all, it's only what we do for Him that really counts.

Thanks to all who make our RUPA publication possible. I really do appreciate it and read every bit of it. God bless you all. Check in the mail.

Larry Wright (not the VP) ha!

JOE ZAHNISER—Warner Robins, GA

Ted:

Subject: **OLD TIMES**

This may be interesting. Edit it or whatever you want to do with it. Thanks for taking over.

Probably very few of our readers can look back on the very "OLD" days, but this look-back should be of interest to everyone. This is a chronological look for me.

1940 - At Boeing School of Aeronautics (operated by UAL) at Alameda, CA. (Tracy School for new UAL pilots, was just down the road. SFFO & SFDI were across the bay.

1941 - Hired on as Dispatch Clerk at BU (Burbank, LA's only airport - one good runway. Owned by Lockheed Aircraft. LAX was under construction). The new Fighter, the P38, would come flying past our window on its test flights. What a sight! We blacked out our windows at night after Pearl Harbor. Harvey Beery, C.T. Wrightson, Ham Lee and son Bob, and many more. I flew OMC (observer member crew) with Ham Lee and Bob on the first-ever Father/Son flight crew, up the

Coastal route to SF- a 247, I believe. The Dispatch office had its own meteorologist and weather display. Each Dispatch office had its own Radio Operator to talk with our pilots. No ATC - to - Pilot. We did it. No ARINC. Each Dispatcher calculated the loads, weights and fuel. The Captain altered it as necessary. I remember one figure: the DC3 max weight was 25,200. It was 24,400, if the aircraft did not yet have de-icers installed. Plate Lunches or Plate Dinners were \$.35, complete. I rode a bike work.

1942 - to SA. Boeing Field. Only one runway down in the gully. WOW! That was a tough one for the Pilots. The new Airport was just being born. Rode the bus to work.

1943 - to LG. A brand new airport. Lived in Flushing. JFK was not in the picture, yet. Asst. Dispatcher with Johnny Jenks, Chief Dispatcher, now. V-Day at Times Square. Rode the Bus to work.

1946 - to CG. Midway was a major "hub", although there was seldom more than one gate in use. When they scheduled three gates at a time - it was a revolution. UAL HQ was across the street. No runway approach lights. They did try out a strobe approach light at the approach to the NW runway. It was great. No ILS. No radar. I first rented a room at the end of runway 22. Exactly under the departing aircraft.. I walked to work.

1947 - still CG. Brought my wife and new-born girl to Chicago and rented a house in Blackhawk Heights. It belonged to a UA Pilot, who was transferring to Seattle. He required that we buy his furniture in order to get the house. We did. I bought a black, 1940 Chevy coupe. I drove to work!

1959 - September - DC-8 Jets start. Big road-show all over US to advertise the Jets: JETARAMA
1960 - the B720, Dispatch moved to ORD.

1961 - Convair gone; Caravelle came; Merger with Capital. Viscounts.

1962 - Moved to New Terminal at ORD; Sub-Zero Winter, again.

1964 - B-727. 1966 - Moved to Dulles. 1981 - Retired. (40 years)

Joe

IN MEMORIAM

JIMMY D. COOK

1927-2007

Jimmy died on July 25, 2007, at his home in McHenry, Illinois after a long battle with cancer. He and his wife, Mary lived in McHenry and also enjoyed a vacation home in Tucson, Arizona. He and his wife, Mary, were surrounded and supported by many friends and loved ones as he battled cancer.

He flew in his Cessna 175 airplane as long as he was able to, and enjoyed flying in the Piper Cub that was recently rebuilt by his son Ray. He loved working on planes, automobiles and anything else that was mechanical. He enjoyed working at and going to the hanger in Kenosha, Wisconsin, where he and his son kept their airplanes and other vehicles.

Jim was born on December 5, 1927, in Hamburg, Iowa, to Charles and Clara Cook. He married Marilou Beckman on December 5, 1947, in Council Bluffs, Iowa, where they lived until 1951.

He was hired by United Airlines in 1951 and retired in 1987, his last aircraft a 747. He loved flying and passed that trait onto his son, Ray, and his grandchildren, many of whom pursued similar careers in aviation. Ray is a captain with American Airlines and 3 of his grandchildren are currently also employed as pilots.

Jim also loved the water, and lived with his wife at their home on the Fox River in Illinois for 50 years, where he enjoyed skiing, boating and watching the river from his favorite window. Those visiting his home enjoyed flying model airplanes, flying in his Cessna, riding his motorcycle, skiing and boating. Those who knew him loved his sense of humor and endless generosity.

Survivors include his wife, Mary, his children Diane (Larry) Jensen of Denver and Ray Cook of Spring Grove, Illinois; his grandchildren Lance and Eric Wiedenhoef, Brian and Benjamin Cook and Christopher and Lauren Jensen, and one great

grandchild, Patti Wiedenhoeft, as well as two brothers, Mark and Lowell Cook.

He was preceded in death by his parents and his daughter, Patricia Wiedenhoeft, and his brother Dale Cook.

Submitted by Daughter, Diane Jensen (303) 783-9251

HAROLD B. DERRICK, JR.

It is with great sadness that I write to tell you that my husband, Harold Derrick, passed away on June 17, after a 5 year battle with cancer. After serving 10 years in The Air Force as a member of SAC, Harold started with United in Chicago in 1969 as a "second officer" on the 737 and retired in Sept. 1997 as a captain on the 767 out of New York. We were married for 35 years and have 2 daughters and a son-in-law. Harold and I met in 1970 on a flight to Toledo where I was the "A Stew", as we were called back then. He always said he was the luckiest guy in the world because he loved his job (but not the commute from CT to NY). As he did in all things in life, he waged this battle with great dignity, strength and courage.

Patty Derrick

THOMAS V. MC COSKER

Thomas McCosker, 84, of Land"O"Lakes WI, passed away Tue. April 17, 2007 at Aspirus Lillian Kerr Health Care Inc. He was born in Milwaukee, WI on Feb. 14, 1923.

He had suffered a debilitating stroke in May of 2001 and spent the last six of years of his life living as best he could, accepting his limitations with patience, dignity and without complaints.

A veteran of World War II, he served our country in the US Army Air Corps in the Pacific theater as a B-29 pilot for the 40th Bomb group.

After the war he flew for Capital airlines which later merged with United Airlines. He flew a combined 34 years, based out of MSP and ORD. He retired in February of 1983.

His life as a pilot spanned 54 years. After retirement, he loved flying his Lake amphibian, aka Myrt until he had to really retire from flying in the summer of 2000.

Interestingly, at Tom's burial, our attention was drawn to two large, very noisy cranes that were flying overhead in FORMATION. It seemed quite fitting!

Tom will be deeply missed by his wife Carol, two sons, one daughter and five grandchildren.

Carol

PHILIP A. MCDONALD

A retired SFOFO B747 Captain, Philip McDonald passed away from cancer on August 6, 2007. Memorial service scheduled for August 12, 2007 at 1:00 PM at Hanson Desert Mortuary, E. Bell Road, Scottsdale, AZ.

S. W. "BILL" STOKES

I must sadly report the passing of Captain SW (Bill) Stokes. I met Bill when we flew DC-10's together from Seattle 20 years ago. He was a man of many talents and interests. He loved flying. He was an accomplished violinist. He was an avid photographer and ham radio operator. He was a "project" guy and always had several things going on. He was a fine chef. Raised a garden and always cooked fresh and healthy. He looked like a slightly older Tom Selleck, and looked, acted, and thought much younger than his years. When I took temporary duty in London in 1992, I took my son Morgan, 11 at the time. He and Martha went along to care for Morgan when I was out knocking around Germany. They looked after him like he was their own, and a very fond bond formed between them. He quit smoking 30 years ago, and now he's been struck down by lung cancer. He passed peacefully on the afternoon of July 26. His wife and 2 daughters were with him. He would have been 81 August 17. I will miss him.

MARTIN C. TAYLOR

Marty was three new hire classes ahead of us. Hired beginning May 1964. Marty and I shared a bedroom for three years and his wife Annie and my wife Sue, were also roommates in Manhattan Beach.

Once he moved to Florida he never moved again. When MIA was first closed he bumped to be a 747 F/O though was senior enough to be a 747 Captain. When the grievance was decided for ALPA and MIA was given a reprieve, Marty heard it while on the training sim break and stopped right then packed up and went back to MIA as 727 FO.

On the actual MIA closing he did finish the school and flew 747 FO out of ORD being #2 on that list.

He then was medically retired because of heart problems in, I think, 1992. Yet pancreatic cancer, very fast, did him in June 13, 2007, 5am.

We saw him last summer before they went on their annual 3 month Bahamas sailing trip. He said his "B" fund was his Catalina 44.

Take care, *Anni*

TERRY LYNN WATKINS, JR.,

Terry passed away due to heart failure on August 4. He was medically retired in 1985. VFW was at his services with their rifle team and did a 21 gun salute; very moving, very impressive. Someone read High Flight. Terry would have approved. He had lots of friends so many were there.

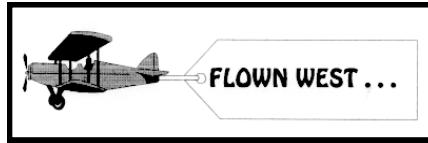
Terry Watkins was born May 27, 1937 in Baltimore, Maryland. He was the first of four children born to Terry Lynn and Anna Katherine Watkins.

Terry was a graduate of Severne Prep. School in Annapolis, Maryland. He served three years in the U.S. Army. He then attended Spartan School of Aeronautics in Tulsa and graduated with his A&E Mechanics license, and his commercial pilot and instructor license. He then spent several years teaching flying. This is perhaps where he came to remember the phrase "In God we trust, all else we check." He married Mary Lou Langworthy on September 14, 1957 in San Antonio, Texas. He

eventually "landed" a job with United Airlines in Los Angeles. He retired in 1985 and moved to Lenapah, Oklahoma.

Mr. Watkins is survived by his wife Mary; by three daughters, Mary Anne Hatton of Bella Vista, Arkansas, Pamela Bethards of Camarillo, California, and Bonnie Watkins of Cushing; by 6 grandchildren; by 4 great-grandchildren; by two sisters, and by one brother To his family and friends he leaves this quote, "To fly west, my friend is a flight we must all take for our final check."





WILLIAM W. SATTERLEE	06/05/2007
MARTIN C. TAYLOR	06/13/2007
HAROLD B. DERRICK JR	06/17/2007
BERNARD W. KING	06/18/2007
FRANK G. D'AMICO	07/01/2007
GERRY L. BOTTORFF	07/20/2007
JIMMY D. COOK	07/25/2007
S.W. "BILL" STOKES	07/26/2007
TERRY LYNN WATKINS, JR.	08/04/2007
PHILIP A. MC DONALD	08/06/2007



HIGH FLIGHT

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, - and done a hundred things
You have not dreamed of - wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air....

Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark or even eagle flew -
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

John Gillespie Magee, Jr., September 3, 1941

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

1st Wed. SFO North Bay—*Petaluma Sheraton*
2nd Mon. SW FL—*Olive Garden, Ft. Myers* - 239-417-8462
2nd Tue. San Diego Co—*San Marcos CC*- 760-723-9008
2nd Tue. Nov-Apr Treasure Coast Sunbirds—*Mariner Sands CC* - 772-286-6667
2nd Thu. Oct-Apr. SE FL Gold Coast— *Flaming Pit* - 561-272-1860
2nd Fri. PHX Roadrunners—*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

Deadline: September 19, 2007

Mailing: October 3, 2007



RUPANEWS
1104 BURKE LANE
FOSTER CITY CA 94404

PERIODICALS

PLACE LABEL HERE

\$25 Subscription renewal date on label