



# RUPANEWS

Journal of the Retired United Pilots Association

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## IN THIS ISSUE

President's Message  
Notices  
About the Cover

Page 3  
Page 3-16  
Page 3

Letters  
In Memoriam  
Calendar

Page 17-27  
Page 28-30  
Page 32

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## PRESIDENTS MESSAGE

We hope you had a pleasant Thanksgiving. As our attention now turns to Christmas, I would like to remind you that we have the opportunity to brighten an underprivileged child's Christmas by a donation to the Marine Corps Toys for Tots program. To brighten your own Christmas, keep in mind that RUPA has a wonderful cruise planned for next fall to the Mexican Riviera, including a land/rail excursion to Mexico's famous Copper Canyon. A pair of tickets for this cruise would fit very nicely under your Christmas tree.

In January a new RUPA directory will be published. Please be sure to check that your name, address, and phone number are correct. Be especially conscience of your email address, since many of you change your Internet provider each year as those irresistible deals come along. When you do change your email address PLEASE use email to RUPA.sectr@yahoo.com not snail mail or the telephone. Be sure to indicate your full name, not just the letters of your email address.

We are still looking for your recommendations for the RUPA Convention site for 2009.

Wishing you a Merry Christmas and a Prosperous New Year.

*Larry Wright*

### EDITOR'S CORNER

The last edition of the RUPANEWS contained some personal attacks that, on reflection, should not have been printed. Also, I have returned some letters intended for this issue, in hopes that they will be rewritten. It has been suggested that I censor the offending parts of the letters, which I will not do.

*An armed society is a polite society—Robert A. Heinlein.*

As we are not armed, the Editor will have to deal with those that are impolite.

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### FELLOW MEMBERS-----

The March 2008 issue will mark my 4<sup>th</sup> year as your editor. I was recruited to fill in after the untimely death of Jock Savage, and I'm still here. I turned 75 last September and I need to retire from this job. I'd like to make the March 2008 issue my last as editor. I won't be gone until the new editor says "I got it! 'bye."

I've had offers to help, but I didn't know how to use most of them. Organization is not my forte. Fortunately, the system is in place with experts to work with. It's a rewarding and appreciated endeavor.

Send me an email, tlarusson@comcast.net or call Larry Wright, 650-948-5587, or patlarry@aol.com

### ABOUT THE COVER:

Dana Point RUPA Bill Myers in Cockpit.

I was privileged to fly this gorgeous bird at Santa Paula airport. It is the oldest flying Jungmeister in the world and also one of the very few German ones left in existence. Built in 1936 in Rangsdorf (Berlin), it was one of a couple flown down to Switzerland as a prototype for their franchised manufacture there, in the late 1930's to 1940. Mine was the last (#47) in the regular production run, and was completed in September 1940. It is the Stradivarius of akro airplanes.

Takes lotta Meinzelmennen to keep it happy, and am in the process of trying to hire some of them little buggers.....(Meinzelmennen are the wee folk who are from der Schwarzwald (Black Forest) and only work at night. They enter one's hangar and do all the necessary restoration and all maintenance on one's Bucker. When they finish their superb work they put all tools away - and don't steal any! -clean up and lock hangar. Plus there never is a bill for services rendered!!! Such a deal).

*Hpt. Wilhelm von Meyer*

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## A SHORT HISTORY OF THE BÜCKER JUNGMEISTER

At the end of World War I, the Treaty of Versailles became the harsh instrument of punishment for vanquished Germany. Many sanctions were imposed in terms of war debt repayment, military and economic restrictions, etc. Among these was a strict prohibition that Germany not be allowed to build powered aircraft. The very punitive conditions caused a hyperinflation in that country after the war which was exacerbated by the world wide depression, beginning in 1929.

This led to the rise of Nazism and, of course, Adolph Hitler. When he assumed power in 1933, he openly dismantled the Treaty, embarking on many programs to establish an economic base, and begin a new military. Among these were resuming the construction of powered aircraft of all types. One area would include the design and building of training aircraft for his future Luftwaffe.

One person he summoned back to Germany to participate in this was Hr. Carl Clemens Bucker ('u' unlauted). Since his days as a German naval pilot in the war, Bucker had gone to neutral Sweden to continue his work in the aircraft construction industry unimpeded by the Treaty. Among others, he founded the Svenska Aero, AB - now SAAB during that time.

In the fall of 1933, when he and his chief design engineer, Anders J. Andersson, arrived in Germany, they were ordered to design a lightweight, inexpensive, and easy to maintain 2 seat trainer and 'sporting' aircraft. Design concept was begun in September of that year, with the prototype completed in March, 1934! The maiden flight of this first Bucker aircraft to be built in Germany (Bu 131V-1, registration no. D-3150) took place on 27 April, 1934 at Johannisthal with Joachim von Koppen, a test pilot with the German Aviation Sport Union (DLV) at the controls. This became the ideal trainer for novice pilots on the one hand and would-be aerobatic pilots on the other.

As a former naval officer and admirer of the Navy, Bucker gave this first airplane to be built in his German works the sea-cadet title "Jungmann". As time passed, two thousand were built, with engine power increases and also export/licensing agreements to build by other countries. In the writings of many Luftwaffe pilots, some already having had glider experience during the 1920s, the Jungmann became their first powered aircraft. Later on the manufacturing was moved from Johannisthal to Rangsdorf, due south of Tempelhof in Berlin.

The next model to be constructed at the Bucker Flugzeugbau (airplaneworks) was the Bu 133. This single seat biplane, smaller and more powerful than its predecessor, the "Jungmeister" was the aircraft which was destined to make the name of Bucker internationally famous and which, for decades, was considered to be the world's foremost aerobatic airplane. Its prototype, the Bu133V-1, registered as D-EVEO was first flown in 1935 by Luise Hoffmann, the first woman works pilot in Germany. This machine was equipped with a 6 cylinder, 140 HP Hirth (in-line) engine, the HM 506, which could also be pumped up to 160 HP. All subsequent German (& Swiss) Jungmeisters were then powered by the Siemens-Halske-BRAMO Sh 14A-4, 7 cylinder 160HP radial engine. This is where the magic starts, as that round engine compacted the CG big time, thus the unbelievable balance. The first three Spanish Bu 133s were Siemens powered, but the remainder were in-line Hirth powered, however this version was not particularly successful and Spain destroyed most of them!

The Jungmann, I own, is of Czechoslovakian manufacture (1948), S/N 238. The Jungmeister is of Swiss manufacture (1940), S/N 47, the last of the regular production run at Altenrhein, Switzerland. In Czechoslovakia, the Bucker works later evolved into the beautiful aerobatic Zlin aircraft production works. At the annual Santa Paula Bucker Fly In, in 1984, several of our Jungmanns flew on the 50th anniversary day, April 27.

There is no airplane I have ever flown with the handling qualities, control harmony, agility, and smoothness of these two. I have flown aerobatics for over 46 years. Put another way, if you haven't flown a Bucker, you only think you've flown an airplane! Or alternatively, if you're out of Bud, you're out of beer, but when you are out of Bucker, you are out of business.

9/13/2007. With thanks to several articles on the Bucker legend, and to *Die Bucker-Flugzeuge* by Erwin Konig, published by NARA-Verlage, Deutschland.

Jungmeisterly Jours, *Hpt. Wilhelm von Meyer*

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## DANA POINT RUPA LUNCHEON

November 20, 2007 - *Wind & Sea Restaurant*. It was a very pleasant day at Dana Point for the monthly gathering of Orange County area retirees. Since the temperature was a little on the chilly side (for Southern California) and since we didn't feel it necessary to prove how tough we still are, we opted to eat inside. The marina and its boat traffic are just as scenic through the large glass windows, or at least it appears that way to our superannuated eyeballs.

Several of our usual group were absent preparing for Thanksgiving (traveling, etc.), so we had to compensate in volume what we usually do in numbers. At the table we had Park Ames, Bruce Dunkle, Ed Krieger, John Grant, Rudy Haluza, Jack Healy, Ed Judd, Bob McGowan, Bill Meyer, Bill Rollins, Bill Stewart, and Glenn Schwarz.

It was reported that Pete Hansen is recovering from a lung transplant and is still in ICU. The entire group sends wishes for a speedy recovery.

We discussed the rumor of a UAL/DAL merger and agreed that we couldn't begin to guess what the outcome would mean to the retirees.

Having successfully solved most of the world's problems and having eaten every bit of food on the table, there was nothing we could do but adjourn to get on with our busy lives, hopefully in a leisurely manner.

Best, *Bill Stewart* (Scribe pro tem)

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## CLEVELAND CRAZIES aka NORTH COASTERS

The usual suspects gathered on the 15<sup>th</sup> for the Crazies luncheon. Because of the departure of the snow birds, we were down to a precious few. Heavy on the Hudson contingent, George Bleyle, Phil Jach, Rob Marshall, Jim Burrill, Ed Griffith, Ken Wheeler, Dick Orr, myself, and Bob Olsen in from his work release program and 10 hours of public service. Dick Orr's wife JoAnne has had a difficult time with two hip fractures and was in the hospital, missing what she refers to as her social obligation in helping to keep the group in hand. We have planned our Christmas Luncheon for the 20<sup>th</sup> of December at *TJ's Restaurant* in Wooster at 1300 hrs and it is a spouse/partner affair. Ken Wheeler has planned several new jokes and Bob Olsen said he is planning on matching socks this year. ...And so another year passes and with it the best of Holiday wishes for a very Merry Christmas and the happiBückerest of New Years from the Original Cleveland Crazies

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## THE FLORIDA GOLDCOAST GROUP

The Goldcoast group met on Thursday, November 8th. We had a pretty good turnout with several members: Dave Dryer and Jim Good driving over from Florida's West Coast. Also driving a long distance from Central Florida was Burt Olson. Good to see you guys! Hambone Wilson and Ed Wheeler were not able to attend as they were on a luxurious cruise in the Caribbean. I'm sure we'll hear about their adventure at the next meeting! Jim Morehead entertained our table with a story about a man who had been widowed three times. When asked by his friend how his wives had died he replied, "the first one died from eating poison mushrooms." What about the second one asked the friend? "She died from eating poison mushrooms too", he explained. And the third wife, how did she die? He answered, "Blunt head trauma." "How did that happen" asked the friend. "She refused to eat the mushrooms", he answered.

In attendance at Thursdays meeting were, Stan Blaschke, Les Eaton, Jim Good, Dave Dryer, Bob Dotson, Dave Peat, Bill Lancaster, Jim Carter, Jerry Bradley, Burt Olson, Ham Oldham, Warren Hepler, Lyn Wordell, Terry Lewis, Jim Morehead and Dick Bodner.

Our next meeting will be December 13th and the retired Flight Attendants group will be joining us. Don't miss this one!

For Les Eaton and Jim Morehead, your scribe, *Dick Bodner*

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## MORE INFORMATION ON THE RUPA MEXICAN RIVIERA/ SEA OF CORTEZ CRUISE

It's never too early to think about taking a cruise. Savvy cruise goers know that in order to get the cabin of their choice, they must commit early. If their circumstances should subsequently change, they can always cancel their reservation.

The 2008 RUPA cruise is planned as a 10 day trip from San Diego to the Mexican Riviera and back to San Diego.

**Day 1.** The ship will depart San Diego at 5:00 pm.

**Day 2.** A day spent at sea.

**Day 3.** The ship arrives at Puerto Vallarta. Puerto Vallarta is no longer the well-kept secret of the artists, writers and Hollywood stars who first "discovered" it in the 1960's. Puerto Vallarta still retains the essence of the quaint fishing village it once was. Here is Viejo Vallarta, the quaint Old Town, an enticing mix of red-tiled buildings, cobbled streets, chic shops and bustling open markets. Here are Mismaloya Beach, Gringo Gulch and Conchas Chinas, the Beverly Hills of Vallarta.

**Day 4.** The ship will dock at Mazatlan, home of the largest shrimp fleet in the world. This cosmopolitan resort city tempts with every variation of this tasty crustacean: *al mojo de ajo* (with garlic), or in the shell with a tangy squeeze of lime. Other temptations: miles of uninterrupted sandy beaches, busy markets, and sleepy mining towns tucked into the Sierra Madre.

**Day 5.** The day starts with the ship docked at Topolobampo. Holland America is the only major cruise line to call on this peaceful port on Mexico's Sea of Cortez. Awaiting your arrival are playful bottlenose dolphins; the mansion of Don Diego de la Vega, "El Zorro"; and the grand visions of the Chihuahua-al Pacifico Railway, a luxury train through scenic Copper Canyon. The Copper Canyon train trip is considered one of the top scenic rail journeys in the world. The train travels from sea level and climbs to 8,000 feet. The rail line passes through 86 tunnels and 38 bridges in the 25,000 square mile canyons of the Sierra Madre. The five major canyons are collectively known as the Copper Canyon, which is four times the size of the Grand Canyon and 300 feet deeper.

**Day 6.** The ship stops at Loreto, a peaceful seaside community, founded in 1697 by Jesuit priest and explorer Jan Maria Salvatierra and was the first European settlement in the Californias.

**Days 7 and 8.** Days 7 and 8 find the ship docked at Pichilique (la Paz) and Cabo San Lucas. Both stops feature tranquil seas, beautiful beaches and a whirl of colors. Even more spectacular: waters teeming with marlin, swordfish, sailfish, tuna and other fighting fish.

**Day 9.** This is a relaxing day at sea prior to the arrival at San Diego.

### TUCSON LUNCHEON PLANNED

Hello Snowbirds and Tucson area regulars:

It is getting about that time to plan the annual luncheon so how about getting together on

**Tuesday, January 22nd, 2008?**

The date is tentative so if you have other suggestions please let me know at [randyryan40@msn.com](mailto:randyryan40@msn.com), or call 520-797-3912.

As usual, wives and guests are welcome.

*Randy Ryan*

**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.

**Note:** Due to recent spike in oil prices, there may be a \$5 per day, per person  
fuel surcharge for all cruises after January 1, 2008.

**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**

**gsp@aol.com**

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**LIFE AFTER DEATH :**

'Do you believe in life after death?' the boss asked one of his employees.

'Yes, sir,' the new employee replied.

'Well, then, that makes everything just fine,' the boss went on. 'After you left early yesterday to go to your grandmother's funeral, she stopped in to see you!'

**PALM SUNDAY:**

It was Palm Sunday and, because of a sore throat, five-year-old Johnny stayed home from church with a sitter. When the family returned home, they were carrying several palm branches. The boy asked what they were for. 'People held them over Jesus' head as he walked by.'

'Wouldn't you know it,' the boy fumed, 'the one Sunday I don't go, he shows up!'

**CHILDREN'S SERMON:**

One Easter Sunday morning as the minister was preaching the children's sermon, he reached into his bag of props and pulled out an egg. He pointed at the egg and asked the children, 'what's in here?' 'I know!' a little boy exclaimed. 'Pantyhose!!'

**SUPPORT A FAMILY:**

The prospective father-in-law asked, 'Young man, can you support a family?'

The surprised groom-to-be replied, 'Well, no. I was just planning to support your daughter. The rest of you will have to fend for yourselves.'

**FIRST TIME USHERS! :**

A little boy in church for the first time watched as the ushers passed around the offering plates.

When they came near his pew, the boy said loudly, 'Don't pay for me daddy. I'm under five.'

**PRAYERS :**

The Sunday School teacher asked, 'Now, Johnny, tell me, do you say prayers before eating?' 'No sir,' he replied, 'We don't have to, my mom is a good cook!'

**CLIMB THE WALLS :**

'Oh, I sure am happy to see you,' the little boy said to his grandmother on his mother's side. 'Now maybe daddy will do the trick he has been promising us.'

The grandmother was curious. 'What trick is that?' she asked.

'I heard him tell mommy that he would climb the walls if you came to visit,' the little boy answered.

**THE MOOD RING:**

My husband bought me a mood ring the other day. When I'm in a good mood it turns green. When I'm in a bad mood, it leaves a red mark on his forehead.

**LITTLE DAVIE**

A new teacher was trying to make use of her psychology courses. She started her class by saying, 'Everyone who thinks they're stupid, stand up!'

After a few seconds, Little Davie stood up. The teacher said, 'Do you think you're stupid, Little Davie?'

'No, ma'am, but I hate to see you standing there all by yourself!'

Little Davie watched, fascinated, as his mother smoothed cold cream on her face.

'Why do you do that, mommy?' he asked.

'To make myself beautiful,' said his mother, who then began removing the cream with a tissue.

'What's the matter?' asked Little Davie. 'Giving up?'

**GRANDMA'S AGE :**

Little Johnny asked his grandma! How old she was.

Grandma answered, '39 and holding.'

Johnny thought for a moment, and then said, 'and how old would you be if you let go?'



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## LOS ANGELES VALLEY LUNCHEON

We had a good turn-out for our lunch Nov. 15 at *Mimi's* in the San Fernando Valley with the following 19 persons present: Rex May, Mike Herriot, John Joyce, Sue Biscailuz, Gene Biscailuz, Jack Moore, Joyann Moore, Don McDermott, Gloria McDermott, Marv Jeffers, Russ Maddox, Lou Carson, Herb Goodrich, Tom McQueen, Walt Tyler, Norm Marchmont, Trudy Buck, Doug Rankin, Marcene Rankin.

We did not have our usual secluded corner so the noise level from the other patrons was a bit high but we managed. Rex May reminded us of the Holiday Luncheon at the *Hacienda* on December 13. Don McDermott said Doug Bielinsky who usually keeps us up to date on UAL matters was unable to be there so Don filled in, reading a letter from the Wall Street Journal concerning the rumors of a UAL-Delta merging. Don also passed around a card for us all to send greetings and a gentle reminder to Bob Mosher that even though he moved to Thousand Oaks, it's not all that far away and we miss him at the lunches. After lunch, Doug Rankin gave a short report about the RUPA Convention in Seattle in September, noting that at the short business meeting it was decided to give a break to new retirees to join RUPA by lowering the initiation fee; also no one at the meeting had a suggestion for a location of the 2009 Convention; and lastly that a good time was had by all.

Hope to see another good turnout January 17, 2008 at *Mimi's*: *Doug & Marcene Rankin*

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## NORTH BAY RUPA LUNCH GROUP

A pleasant fall afternoon was the weather for the North Bay RUPA lunch group's November meeting, on the first Wednesday of the month, the 7th. The bulletin board had several recent articles about the industry, and a few ads, from years ago, on display. Thanks to Captain Al Fink, we were treated to a DVD display of some of the Reno Air Races, and particularly of interest were the scenes of Al diving for cover, amidst flying debris from a mid-air collision! Al is a pretty spry fellow when large airplane parts miss him by inches! Glad you're still with, Al! Guests were welcomed and introduced, with Al and Linda Fink bringing their friends, retired Army Sergeant-Major Jamie Allen, and his wife, Heather, to join us.

A moment of silence was held for the recent passing of Ron Perry, King Kessler, Jim Jeskey, and Cam McEachern; they will all be missed. Call-ins were announced, and on the sick list agenda, George Hise reported that John Candelo is recovering nicely from his recent surgery, good news indeed! George then gave his health report, complete with written backup, that recent government studies indicate being overweight does not particularly appear to raise one's risk of cancer or heart disease, and actually seemed to help some people survive some illnesses! While on this subject, another report claims that "saturated fats" may not be as big a culprit as previously believed in heart disease... studies are continuing! More good news for many of us! George reported yet another case of a retiree being late in paying for his health insurance, and being dropped from the program...even after his check had been cashed. Be advised! Dick Lammerding gave a brief report on possible upcoming economic problems in the markets, and had some informational material available to distribute. Woody Lockhart told the group of his upcoming role in a stage production, to occur in Marin County, and invited all to come and enjoy the show!

A brief report on the latest aviation/airline related news was made, including the FICA matter, and a few reports were passed around, along with some circa 1944 military aviation magazines. The rest of the lunch was devoted to more serious tale-telling!!

Attending were: Bill and Jan Wheadon, Dan Bargar, Jim Mansfield, Ken Corbin, Tom Grey, Gary Koverman, Larry Whyman, Bill Greene, Don Madson, Sam Anderson, John Bacynski, Bob Grammar, George Hise, Dick Hanna, Lee Anderson, Al and Linda Fink, Jamie and Heather Allen, Deke Holman, Gardner Bride, J.R. Hastings, Dick Lammerding, Bruce Milan, Bill Smith, Ed and Peg Duffy, John and Carol Reed, Leon Scarbrough, *Bob and Doris Donegan*.

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## THE BATTLE OF PALMDALE

On the morning of 16 August 1956, Navy personnel at Point Mugu prepared an F6F-5K for its final mission. The aircraft had been painted overall high-visibility red. Red and yellow camera pods were mounted on the wingtips. Radio remote control systems were checked, and the Hellcat took off at 11:34 a.m., climbing out over the Pacific Ocean. As ground controllers attempted to maneuver the drone toward the target area, it became apparent that it was not responding to radio commands. They had a runaway.

Ahead of the unguided drone lay thousands of square miles of ocean into which it could crash. Instead, the old Hellcat made a graceful climbing turn to the southeast, toward the city of Los Angeles. With the threat of a runaway aircraft approaching a major metropolitan area, the Navy called for help.

Five miles north of NAS Point Mugu, two F-89D Scorpion twin-jet interceptors of the 437th Fighter Interceptor Squadron, were scrambled from Oxnard Air Force Base. The crews were ordered to shoot down the rogue drone before it could cause any harm. Armed with wingtip-mounted rocket pods and no cannon, the Scorpion was typical of the Cold War approach to countering the "Red Menace." Each pod contained 52 Mighty Mouse 2.75-inch rockets. Salvo-launched, the Mighty Mouse did not have to have precision guidance. Large numbers of rockets would be fired into approaching Soviet bomber formations to overwhelm them with sheer numbers. Today, they would be used against a different kind of red menace.

At Oxnard AFB, 1stLt. Hans Einstein and his radar observer, 1stLt. C. D. Murray, leapt into their sleek F-89D. Simultaneously, 1stLt. Richard Hurliman and 1stLt. Walter Hale climbed into a second aircraft. The interceptors roared south after their target. The hunt was on.

Einstein and Hurliman caught up with the Hellcat at 30,000 feet, northeast of Los Angeles. It turned southwest, crossing over the city, then headed northwest. As the Hellcat circled lazily over Santa Paula, the interceptor crews waited impatiently. As soon as it passed over an unpopulated area, they would fire their rockets.

The interceptor crews discussed their options. There were two methods of attack using the fire control system, from a wings level attitude or while in a turn. Since the drone was almost continuously turning, they selected the second mode of attack. In repeated attempts, the rockets failed to fire during these maneuvers. This was later traced to a design fault.

The drone turned northeast, passing Fillmore and Frazier Park. It appeared to be heading toward the sparsely populated western end of the Antelope Valley. Suddenly, it turned southeast toward Los Angeles again. Time seemed to be running out. Einstein and Hurliman decided to abandon the automatic modes, and fire manually. Although the aircraft had been delivered with gun sights, they had been removed a month earlier. After all, why would a pilot need a gun sight to fire unguided rockets with an automatic fire control system?

The interceptors made their first attack run as the Hellcat crossed the mountains near Castaic. Murray and Hale set their intervalometers to "ripple fire" the rockets in three salvos. The first crew lined up their target and fired, missing their target completely. The second interceptor unleashed a salvo that passed just below the drone. Rockets blazed through the sky and then plunged earthward to spark brush fires seven miles north of Castaic. They decimated 150 acres above the old Ridge Route near Bouquet Canyon.

A second salvo from the two jets also missed the drone, raining rockets near the town of Newhall. One bounced across the ground, leaving a string of fires in its wake between the Oak of the Golden Dream Park and the Placerita Canyon oilfield. The fires ignited several oil sumps and burned 100 acres of brush. For a while the blazes raged out of control, threatening the nearby Bermite Powder Company explosives plant. The rockets also ignited a fire in the vicinity of Soledad Canyon, west of Mt. Gleason, burning over 350 acres of heavy brush.

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Meanwhile, the errant drone meandered north toward Palmdale. The Scorpion crews readjusted their intervalometers and each fired a final salvo, expending their remaining rockets. Again, the obsolete, unpiloted, unguided, unarmed, propeller-driven drone evaded the state-of-the-art jet interceptors. In all, the jet crews fired 208 rockets without scoring a single hit.

The afternoon calm was shattered as Mighty Mouse rockets fell on downtown Palmdale. Edna Carlson was at home with her six-year-old son William when a chunk of shrapnel burst through her front window, bounced off the ceiling, pierced a wall, and finally came to rest in a pantry cupboard. Another fragment passed through J. R. Hingle's garage and home, nearly hitting Mrs. Lilly Willingham as she sat on the couch. A Leona Valley teenager, Larry Kempton, was driving west on Palmdale Boulevard with his mother in the passenger seat when a rocket exploded on the street in front of him. Fragments blew out his left front tire, and put numerous holes in the radiator, hood, windshield, and even the firewall. Miraculously, no one was injured by any of the falling rockets. Explosive Ordnance Disposal teams later recovered 13 duds in the vicinity of Palmdale. It took 500 firefighters two days to bring the brushfires under control.

Oblivious to the destruction in its wake, the drone passed over the town. Its engine sputtered and died as the fuel supply dwindled. The red Hellcat descended in a loose spiral toward an unpopulated patch of desert eight miles east of Palmdale Airport. Just before impact, the drone sliced through a set of three Southern California Edison power lines along an unpaved section of Avenue P. The camera pod on the airplane's right wingtip dug into the sand and the Hellcat cartwheeled and disintegrated. There was no fire.



## WELCOME TO RUPA!!

We would like to welcome these recent retirees and newest members of RUPA:

Captain & Mrs. Thomas M. Balboni, (Marie) of Huntley, IL  
Captain & Mrs. Joseph P. Bieryla, (Mary) of San Antonio, TX  
Captain & Mrs. Robert G. Briggs, (Jeri) of Park City, UT  
Captain & Mrs. John D. King, (Nize) of Midland, VA  
Captain & Mrs. Ronald F. Lary, (Glenda) of Largo, FL  
Captain & Mrs. Richard A. Steele, (Moki) of Denver, CO

*Thanks for joining us!*

## 49ER FAN

This guy walks into a bar wearing a 49ER jersey and carrying a little dog that also has a 49ER jersey on with a little 49ER helmet.

The guy says to the bartender, "Can my dog and I watch the 49ERS game here? My TV at home broke and my dog and I want to see the game."

The bartender replies, "Normally, dogs in the bar would not be allowed, but it is not terribly busy now, so you and the dog can have a seat at the end of the bar. But, if there is any trouble with you or the dog, I'll have to ask you to leave." The guy agrees and he and his dog start watching the game.

Pretty soon the 49ERS kick a field goal and the little dog jumps on the bar and walks down the bar and gives everyone a high five. The bartender says, "Hey, that's cool! What does he do for a touchdown?"

The guy answers, "I don't know, I've only had him for 3 years."

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## CLINICAL TIP

By Jonathan V. Wright, M.D.

If you've had your gall bladder removed...

Did anyone advise you about the use of "bile salts," particularly after meals containing fats or oils? No? Well, consider this:

A few years back, I worked with an individual who had discovered on her own that taking 100,000 units daily of vitamin A would prevent repeated ulcerations of the corneas of her eyes. Her eye doctor observed that the treatment worked, but was concerned about vitamin A toxicity, so she had a blood test done. The laboratory reported low-normal blood levels, verified on repeat testing.

During her first visit, she noted that she'd had her gall-bladder out years ago, prior to the onset of her recurrent corneal ulcerations. She was advised to use tablets containing bile salts (*Cholacol*, Standard Process Laboratories) after meals. After six weeks, a blood test showed that she had a higher-than-normal vitamin A level. Over time, she cut back to 30,000 IU vitamin A daily, which kept her corneas ulcer-free while maintaining normal blood levels.

Gallbladders act as more than "storage reservoirs" for bile produced in the liver. When we eat anything containing fats or oils, and the fat or oil empties into the duodenum from the stomach, a hormone is released which (among other things) causes the gallbladder to contract, "squirting" an increased amount of bile down the bile duct to where it joins the pancreatic duct, mixing with pancreatic digestive enzymes until it's dumped into the intestine just as the fat or oil arrives. There, the bile is necessary to "emulsify" (like soap does grease in the sink) the fats or oils for absorption. All fat-soluble essential nutrients are processed this way, including vitamins A, D, E, K, and the essential fatty acids.

So what happens when the gallbladder is removed? There's no reservoir or other storage place for bile, so there remains just a "trickle" from the liver at all times (no extra "squirt" to arrive "just-in-time" to handle the fats and oils, and the chances of fat-soluble essential nutrients being emulsified properly are substantially less).

What to do? If the gallbladder is gone, how do we know if we need to use bile salts or not? Well, hopefully it's not lunch time as you're reading this, but...when circumstances present themselves, check the color of stools. Are they approximately the same color we scrape off our shoes after a walk in the park? Or are they considerably lighter, even yellow, or very light tan? If so, it's very likely due to insufficient bile flow, and you're likely "under-absorbing" those essential fat-soluble nutrients.

So...get out the bottle of bile salts, start using them after meals. There's no exact quantity to advise... instead, "keep an eye on things" until stool color has achieved a more-expectable tone. Frequently, several tablets are needed after fish meals or others with more fats and oils, and less at other times. It's all "trial and error" and likely necessary for as long as we want to stay optimally healthy despite an absent gallbladder.

**WHAT A NUISANCE!** If only the gallbladder were still there, "automatically" doing its job without us having to think about it! If our surgeons had only read about the work of Dr. James Breneman, who demonstrated clearly that even when we're having acute "attacks" of gallbladder pain, we can keep our gallbladders and stop the "attacks" permanently by identifying and eliminating our food allergies (see *Nutrition & Healing*, August 1995). But since our surgeons haven't read about this, at least they could tell us about taking "replacement" bile salts after we've had our gallbladders out, to help us stay optimally healthy.

How can you keep your gallbladder in the first place, and get those "attacks" to disappear for good? If it was used as a first line of defense, this technique would make 99.9 percent of all gallbladder surgeries—including yours in particular—totally unnecessary. That's right, 999 of 1,000 gallbladder surgeries are entirely preventable, and without patent Medications, vitamins, minerals, or herbs. This procedure works so

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well that I haven't needed to refer anyone for gallbladder surgery for over 30 years.

It may sound like I'm making a totally unsupported claim, but research about "how to prevent gallbladder attacks" was actually published back in the 1960's and '70's by Dr. James C. Breneman, who, at the time, was chairman of the Food Allergy Committee of the American College of Allergists, or ACA (now called the American College of Allergy and Immunology, or ACAI). Ironically, if you've ever been hospitalized with a severe attack of gallbladder pain, but your gallbladder wasn't removed, and the pain subsided, you've very likely had "Dr. Breneman treatment."

### **Hospitals already use this technique-without even realizing it**

So what is Dr. Breneman's secret for preventing attacks of gallbladder pain? It's simple: Don't eat or consume anything you're allergic to. And that's exactly what the doctors do when you're hospitalized with a severe gallbladder attack-they take away all your food, you're given IV fluids, and you're not allowed to eat anything until the pain subsides. It's a "perfect" food allergy avoidance strategy, and works nearly every time. Unfortunately, the doctors who order this procedure every day still don't realize why the strategy works. But back to Dr. Breneman...

Back in 1968, he asked 69 individuals suffering from recurrent attacks of gallbladder pain to go onto an elimination diet to determine their food allergies. Six of these individuals had already had their gallbladders out, but were still having attacks of gallbladder pain, a situation termed "post-cholecystectomy syndrome," or, as I like to call it, "my gallbladder's gone, but I'm still hurting anyway." Dr. Breneman reported that all 69 people (100 percent!) were completely free of gallbladder attacks when they avoided their individual food (and other) allergies. And all 69 had their symptoms return when they ate the foods they were allergic to once more.

The primary offending foods were eggs (92.8 percent), pork (63.8 percent), onions (52.2 percent), chicken and turkey (34.8 percent), milk (24.6 percent), coffee (21.7 percent), and oranges (18.8 percent). Corn, beans, nuts, apples, tomatoes, peas, cabbage, spices, peanuts, fish, and rye accounted for between 14.5 percent and 1 percent of gallbladder attacks. In addition to foods, 14 of the 69 study participants-just over 20 percent-had gallbladder attacks caused by medications.

Food, medication, and other allergies vary from person to person, and the same allergen can cause different symptoms in different people, so it's best to work with a physician skilled and knowledgeable in nutritional and natural medicine to determine what your allergies might be. In addition to the American College for Advancement in Medicine (888-439-6891 or [www.acam.org](http://www.acam.org)) you might want to contact the American Academy of Environmental Medicine (316-684-5500, [www.aaem.com](http://www.aaem.com)), for help in determining which foods or medications may be triggering your gallbladder attacks.

### **Gallbladder removal could send your health on a downward spiral**

This approach is so simple, and yet no medical school to this day teaches how to prevent gallbladder attacks by avoiding your food allergies and (in some cases) other allergies. Instead, they continue to recommend unnecessary gallstone removal surgery. But the truth is, gallstones don't even cause 0.1 percent of gallbladder "attacks"; allergies do. Avoid allergies, stop "attacks" of pain, and keep your gallbladder! That's it-that's all there is to it. And believe me, it's worth it. Because without your gall-bladder, your absorption of vitamins A, D, E, K, and essential fatty acids is very likely to be impaired.

#### **United Airlines Retired Pilots Foundation, Inc.**

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

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## SAN DIEGO RUPA LUNCHEON

Attending our monthly luncheon First time Lane Showalter, Ellen Walsh, Pete Moyer, Brad and Rhoda Green, Paul Whitby, Bob Harrell, Don Trunick, Bill Pauling, Guests Bill and Anita Mackenzie and Dick Rossi. Dick entered the Navy as a Navcad in 1939; AVG. '41 and '42; the hump until '45. He was one of the founders of Flying Tigers after the war. He became an ace while serving with AVG. Dick entertained us with many interesting stories.

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## THE SEATTLE GOONEY BIRDS LUNCHEON

The Seattle Gooney Birds assembled for lunch at the *SeaTac Marriott Hotel* on 11/15/07. Soup and conversation were the menu of the day. We talked about the passing of Capt. John Greef and Pat Kussman, who worked the Seattle Crew Desk for a number of years. An appeal was made for a volunteer to take over as RUPA coordinator for Brent Revert. Anyone interested contact Brent. After a couple of good jokes we adjourned until next month. In attendance: Dean Turner, Al Teel, Fred Sindlinger, Gerry Pryde, Don Anderson, Howard Holder, Bud Granley, Jim Barber, Dick Anderson, Chuck Westphal, Bill Stoneman, Dan Jessup, Jack Brown, Dave Carver, Dave Gardner, and *Bill Brett*.

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## SOUTHWEST FLORIDA RUPA MEETING

November 12, 2007—The second meeting of the season was off to a good start with 25 members and guests turning out. The meeting opened with a salute to all veterans and thanks for their service. A short business meeting was held which included a financial report that stated that the group was in good financial health. The group honored long time member Carol Brubaker, wife of Lewis Brubaker. Carol started working as an F/A for United in 1944. Carol's birthday is tomorrow. Happy Birthday Carol! A get well card was signed by all for member Chuck Monahan, former host of the group, as Chuck has had some medical issues and is now on the road to recovery. Get Well Chuck!

The host then made note of some web sites that may be of interest. One is <http://www.untied.com> (notice the spelling, it is not a typo, it is where gripes and grievances against United are aired). Next is our own [www.rupa63.org](http://www.rupa63.org) and finally <http://www.bigjetcity.com>. There are interesting articles about United and the PBGC.

All of us here in SW Florida RUPA would like to extend to all of you a happy and joyous holiday season and best wishes for the coming New Year!

Attending: Neil Bretthauer, M/M Lewis Brubaker, Gene Chapman, M/M Will Collins, Norbert Cudnowski, Rip Curtiss, M/M James Goodson, M/M Harry Long, Al May, M/M King Purton, Don Sullivan, James Sutton, Jack Taffe, Mamie Thompson, M/M Earl Walsh, M/M Ray White, and yours truly, *Gary & Janice Crittenden*.

### 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 275, Half Moon Bay, CA 94019-0275 — or —**

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

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

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## THE DALLAS SOLUTION

*[I don't know if this is a report or a story—Ed.]*

I have a friend who is president of his homeowners association in the Dallas, Texas suburbs. They were having a terrible problem with litter near some of his association's homes. The reason according to Wallace (my friend) is that six very large, luxurious new houses are being built right next to their community. The trash was coming from the Mexican laborers working at the construction sites and included bags from McDonald's, Burger King and 7-11, plus coffee cups, napkins, cigarette butts, coke cans, empty bottles, etc.

He went to see the site supervisor and even the general contractor, politely urging them to get their workers not to litter the neighborhood, to no avail. He called the city, county, and police and got no help there either.

So here's what his community did. They organized about twenty folks, named themselves The "Inner Neighborhood Services" group, and arranged to go out at lunch time and "police" the trash themselves. It is what they did while picking up the trash that is so hilarious.

They bought navy blue baseball caps and had the initials "INS" embroidered in gold on the caps. It doesn't take a rocket scientist to understand what they hoped people might mistakenly think the letters really stand for.

After the Inner Neighborhood Services group's first lunch time pickup detail, with all of them wearing their caps and some carrying cameras, 46 out of the total of 68 construction workers did not show up for work the next morning -- and haven't come back yet. It has been ten days now.

The General Contractor, I'm told, is madder than hell, but can't say anything publicly because he could be busted for hiring illegal aliens.

Wallace and his bunch can't be accused of impersonating federal personnel, because they have the official name of the group recorded in their homeowner association minutes along with a notation about the vote to approve formation of the new subcommittee -- and besides, they informed the INS in advance of their plans and according to Wallace, the INS said basically, "Have at it!"

SO, FOLKS, I THINK YOU COULD SAY THAT TEXAS INGENUITY TRIUMPHS AGAIN!

Reminder: Don't forget to pay your taxes... 12 million illegal aliens are depending on you.

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## 90 YEARS OLD

Dale Garver is 90 years old. He's played golf every day since his retirement 25 years ago. One day he arrives home looking downcast. 'That's it', he tells his wife. 'I'm giving up golf. My eyesight has got so bad.... once I've hit the ball, I can't see where it went.'

His wife sympathizes, and makes him a cup of coffee.

As they sit down she says, 'Why don't you take my brother with you, and give it one more try'.

'That's no good' sighs Dale. 'Your brother's a hundred and three. He can't help'.

'He may be a hundred and three, but his eyesight is perfect'.

So the next day Dale heads off to the golf course with his brother-in-law. He tees up, swings and squints down the fairway. He turns to the brother-in-law. 'Did you see the ball?'

'Of course I did!'

'Where did it go?' says Dale

'I can't remember'.

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## THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

The October 17, 2007 luncheon was held at the *Westwood Country Club* in Vienna, Virginia.

Our lunch consisted of a delicious and very tender fillet mignon accompanied with asparagus and mashed potatoes. Fred Streb, the co-coordinator at the club, does a superb job.

Following lunch we all enjoyed listening to our guest speaker, Captain Thomas Quinn, USN retired. Capt. Quinn kept our attention as he told how he was trained to become a combat pilot and then he told us about some of his wartime experiences.

He was a senior in high school when Pear Harbor was attacked. As soon as he graduated he joined the Navy and was trained as a dive bomber. His carrier training was on a converted paddle wheel boat floating on the Great Lakes. He then served as a dive bomber in the pacific. He served two terms of duty aboard the Yorktown (after the battle at Midway). After the Japanese surrendered, he became involved in searching for Allied POWs.

Captain Quinn also served during the Korean War and during Viet Nam.

We had 62 fine folks in attendance.

Bob Aldridge, Jane Aldridge, Jon Beckett, Ray Best, Chet Cassel, John Cerisano, Linda Cerisano, Hal Cockerill, Tom Coffey, Gary Cook, Tom Cosgrove, Vince DiFelice, Roy Ellis, Cathy Foster, Jim Foster, Denis Getman, Jerry Goebel, Bill Golemon, Jack Grooms, Larry Grube, Earl Jackson, Fred Keister, John D. King, John E. King, Nize King, Roger Lemieux, Claudette Luther, Clyde Luther, Dave Malone, Frank McKenzie, Lew Meyer, Dolores Miller, Ed Miller, Truman Miller, Pete Mizelle, Lisa Ney, Pierre Ney, Bill Nolan, Edna Nolan, Barbara O'Brien, Ward O'Brien, Ralph Pasley, Herb Petitt, Laura Petitt, J.J. Quinn, Capt. Tom Quinn, USN Ret., AB Rainbow, Joe Rozic, Bud Ruddy, Theresa Ruddy, Bill Salisbury, Gayle Salisbury, Bernie Schwartzman, Bonnie Schwartzman, Gloria Soltis, Joe Soltis, Sim Stidham, Louise Tucker, Paul Tucker, Betty Williams, E.K. Williams and Andy Yates.

We were pleased to welcome two first timers John King, John D. King, Nize King, Pierre and Lisa Ney.

We wish Joe Rozic a smooth move to Maui.

Thanks to the following for their service:

Tom Cosgrove & Jerry Goebel for handling the phone calls.

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

Theresa Ruddy for all the pretty flower arrangements.

Our next meeting will be held on January 16, 2008 and it will be stag.

*Jon Beckett*

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## DEPRESSION

I was feeling a bit depressed the other day, so I called the LifeLine.

I was put through to a 'call center' in Pakistan.

I explained that I was feeling suicidal.

They were very excited at this news and wanted to know if I could drive a truck or fly an airplane...

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### 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



# LETTERS

**JIM & ARLETTA ADAIR**—Kiowa, CO  
LAX,SFO,DEN,HNL 65-96

Ted, many thanks for doing the *RUPANEWS* !!! We have been traveling and enjoying the kids and grandkids more than we can say!! My real reason for this letter is to plead with all of you fine folks out there. A year ago I had a routine scheduled colonoscopy. I was on a 5 year schedule. The doctor found a very early cancer tumor---ohhhh not me !!?? Anyway they took about 10” of my colon out and I’m doing fine. It was found so early I did not have to have any radiation or chemo !!! I feel like I’m the luckiest guy around after having a one year check up with a clean bill of health. Now ---- to all of you---male & female---PLEASE go get checked, it will SAVE your LIFE!!!

A great big thanks to all who spend your time getting this news letter out!!

*Jim & Arletta*

**LEE (STAN JR.) & CATHRYN ANDERSON**—  
Penngrove, CA

Greetings Ted and All.

Penngrove is a very small town, just S. of Santa Rosa; but it is a great area. We have a little Vineyard there and produce several hundred cases of Anderson Oaks Pinot Noir each year. It is sold at only the finest 7/11's. Another large 2 small \$ story. Great fun though.

Cathy is still flying for good old TEDun or whatever, and is also an Esthetician. I have been doing some Real Estate Work, and together we have been buying homes to remodel and sell. Hope U Sell would be a good name for that work right now.

Son Adam, 28, is a Corporate Pilot. I have been able to fly F/O for him on a few occasions. Gearbitch is the current term for the F/O now. It was a thrill. I was able to do that with my dad on UAL. Stan Sr. UAL '79 ret.

Adam is flying the Gulfstream 5 for a Silicon Valley Company. He is one of six Pilots flying the 2 G-5s based at Moffett Field. World Traveler.

We are blessed with good health, good friends and time for a few pleasures. Some boating, some travel, and occasional hard work. UAL is almost 5 years behind me now. I have forgotten all but the friends.

Our Best to You All,

*Lee*

**NORMAN J BENNETT**—Tucson, AZ

Bruce:

I am just now writing the check for my dues for both 2007 and 2008. It had been laying on my desk as a thing to do when John Greeff called and asked me to come up to Seattle and help him through his ordeal. I left Tucson on 25 Aug and have been occupied since then. John took a year's leave of absence in 1993 and then retired in 1994 at age 55. I am forwarding the letter that I wrote last night to friends and acquaintances.

John was not a member of ALPA but he paid his dues and stood shoulder to shoulder with us during the Strike of 1985. Jess Marker may have already notified you of John's passing.

*Norman J Bennett*

**WARREN GARY DAVIS**—New Port Richey, FL

Hi Guys,

I am not an expert on bragging and have not done any research on the subject. These are merely my own observations. I know that as a teenager I did my share of bragging, even though I had nothing to really brag about. As we mature, it seems to become tasteless to brag. But there are those that will always feel the need to do so. There are also many things people can find to brag about; some ridiculous. I've never enjoyed people bragging. It just seems that those who do, don't really have a valid reason. I don't enjoy pro-football nearly as much as I used to, because of the flexing, pointing at themselves after a play, dancing, etc. I wonder what I could brag about. I can't brag about getting

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my check in on time, since I'm a week late. My hair is grey now, and I'm starting to go bald, and I definitely don't look as good as I did even a few years ago, so I can't brag about that. I also can't brag about being No. 1 for a couple of years, because I couldn't find that elusive family Bible. There are true heroes like the helicopter pilots who, at great risk to themselves, went in and rescued people on the battlefield in Vietnam. I've also seen people like Fred Anderson fight a really long and very difficult battle against cancer. There are those who have done things that certainly could be bragged about. It's funny, but YOU NEVER HEAR THEM BRAG.

Thanks to you guys that keep RUPA going, and good luck to all of the new retirees.

*Warren Gary Davis*

**ROGER DELOZIER**—Evergreen, CO

It's been almost 5 years since retirement now and we're still enjoying it. Life isn't what we had planned without a full pension but we still have our health and a wonderful supportive family. Just welcomed our 8th grandchild into the world. We spend winters in the southwest, moving around in our new 5th wheel and truck. Sure beats shoveling 9 straight weeks of snow. Enjoyed seeing old and new friends at the RUPA Conference in Seattle. Thanks for putting out the newsletter and helping us all keep in touch. *Roger*

**WILLIAM P. ENGEL**—Easton, PA

Hi Ted: Sorry to be so late but I hope to be back on time next year. This has not been a good year for us. Back in July of 2006, Nancy had a stroke which caused the right side of her face to sag a little, arm and hand unusable, and the right leg was weak. After treatment she did quite well until Sept. of this year - the 28th she passed on peacefully and without pain. She will be greatly missed by all of us family and friends. As for me my eyes and ears will not pass many tests but I walk about 2 to 4 miles every day so I guess the body is in fair shape. Daughter Pam Brewer, husband Lloyd, grandson Jason, granddaughter Amy have been a wonderful

about taking care of our needs and it is just great to have them around to talk to when they are able. So that is the way it is. God bless all, *Bill*

**JOE FABBO**—Ranch Mirage, CA

No Computer or Typewriter, so here goes.

Dec 7<sup>th</sup>, my 85<sup>th</sup> birthday, health is good. I have rheumatoid arthritis and prostate cancer, the medicines (pills) are doing a good job, no pains or aches or side effects. Still playing golf and no more traveling.

Thanks for the Newsletter. *Joe*

**RICHARD GOUDEY**—Port Orange, FL

Would like to comment on Lary Freeman's September letter where he mentions the pervasive lack of compassion for the guys who lost most of their pensions.....right on Lary!

I can understand why most of the older retirees could care less about their brothers who lost 80% (or more in some cases): They have kids that work at UAL and probably voted to dump the pensions!!!! To me these working pilots are worse than the scabs....they are Judas Iscariots reincarnated. As Lee Iacocca said, "lets cut the crap", these guys sold out their brothers for bond money, now they want to RESTORE the pensions???? Wow! Where did we get such men indeed.

Hard to believe that the very people we stood on the picket line for in 1985 could do what they did but it's a fact and to those who lost nothing or consider the pension \$ as "chump change", reread Lary's letter about the hardships many of our friends are experiencing. He's right about the disincentive to write your RUPA letter if YOUR kid had to leave college or YOU are working at Home Depot!

How about a change of heart from the "senior" retirees? A little compassion is overdue.

*Richard Goudey*

Retired Oct 31, 1997

Lost 36%



## United Airlines Historical Foundation

"Preserving the Past, Inspiring the Future"

### PACIFIC AIR TRANSPORT (Cont.)



San Francisco's Crissy Army Field ca. 1921 - (right) Detail from a 1926 pilot's "roll-up" map showing Crissy Field near the Golden Gate ("rose").

Flying CAM 8 proved very hazardous due to the mountainous terrain and the frequently dense fog along the coast. Several planes and three pilots were lost in the first year of operation.

By March 1927, Gorst's "financial shoestring" was nearly broken when he entered the San Francisco Wells Fargo-Nevada Bank hoping for a \$5000 loan. He explained to 27-year-old William Allan Patterson that he wanted to use part of the loan to raise a plane out of the San Francisco Bay and salvage the engine. During their conversation it was concluded that the salt water had probably damaged the engine beyond repair.

Intrigued about the struggling airline and eager to bag his first new account, Patterson visited PAT's hangars at Crissy Field that same afternoon.

Gorst got his \$5000 loan, but the next day Patterson was standing before Frederick L. Lipman, the bank president. He was told to "stick by those flying-machine men until they pay it back".

Gorst repaid the \$5000 loan promptly. Then when he received a \$15,000 check from the Post Office Department, Patterson convinced him to invest in Government bonds. These bonds were used as collateral for credit and to acquire a new loan from Wells Fargo.

Gorst was still strapped-for-funds to pay for planes, fuel and to meet his payroll, so Pat Patterson spent his "off-duty" hours at the bank setting up an orderly accounting system for PAT.

By Marvin Berryman from the DENTK UAHF library's book *Vern C. Gorst - Pioneer and Granddad of United Airlines* - Copyright Wilbur H. Gorst 1979

Please mail tax-deductible contributions and donations of United Memorabilia & Artifacts to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. Please visit the UAHF web-site at: [www.uahf.org](http://www.uahf.org) & Marv's Webshots "United" albums at: <http://community.webshots.com/user/dawson30>

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**ELIZABETH B. HAWS**—Carson City, NV

*RUPANEWS*, I have decided at my age of 94½, I no longer will continue my subscription to your magazine. I have enjoyed it through the years since my pilot husband, Bill Haws, has been gone. I have been to several conventions which I have enjoyed. Because of my age, most of my friends are gone.

My wish is for United Airlines to be No.1! I have a son who is a frequent flyer and *only* flies United. Sincerely, *Elizabeth*

**DEKE HOLMAN**—Napa, CA

Here is something new!! I'm a month early. It's been a good year so far. Jan. was a trip to Palm Springs for golf and fun. Spent our Anniversary in Bodega Bay with the Duffys. March to Palm Springs again. Oshkosh in July, another great year, my 31<sup>st</sup> year. In Aug. I got a bionic knee and it seems to be doing well. Will have to have the other one done some day. Just got back from Kona for our annual week there. No more travel till Dec. for my granddaughter's college graduation. Our health has been pretty good considering our age. Lots of pills and Doctor visits. Hope you all are doing well and have had good year. Keep the news coming.

*Deke*

**DAVE HOYT**—Westport, CT

Hi Ted...I have finally fallen into the late category so many of my fellow retirees have preceded me into. The boat captaining business gets extra busy starting in my birth month of September. Getting plans underway for southerly trips just took up too much time and more importantly I got lax putting this together with the check to RUPA.

Still running the 58 footer half way through my third year with the SFO owner basing her in CT during the summer and now FLL for the winter where she is for sale. The boss man's wife had surgery that did not go well and I only saw them once in the last year. On a salary, so no loss of money, but boring as all get out, just "maintenance"; running the engines, systems, and general upkeep. If she does not sell by spring we are 95% sure I will be putting her on a freighter (yacht transit) for a trip through the Panama Canal into Mexico for delivery to SFO.

Still have my health although starting radiation seeds the 27 of Nov having caught the prostate thing very, very early. Still have wife of 46 years, 2 sons, 1 daughter, and 8 grandkids and we are all doing great. Regards to all.

**JESSE JERNIGAN**—Owasso, OK

Hello!

Time to tell the gang I am still here. Will be 80 this time. Twenty years retired, and still flying. Have just sold a Piper Archer about two months ago, and have a new Sport Cruiser on order; should have it around early Dec. I live on a small airport called Gundy's about 5 mi. NE of Tulsa, OK airport. Have been here a little over 2 years. Still miss Spruce Creek and the weekly breakfast flights. But the cost of living is so much cheaper. Thanks to all that work so hard to keep RUPA coming. I read it cover to cover each month. I am just in time to wish all a Merry Christmas and a Happy New Year.

*Jesse*

E-mail [captjess27@yahoo.com](mailto:captjess27@yahoo.com)

Check by snail mail

**GEORGE KANE**—Tequesta, FL

Hi Bruce,

Thanks for the dedicated effort of keeping the retirees in touch. Not much new in our lives, still chasing golf balls & grandchildren. Was saddened to read of the passing of Jim Naze. I worked with Jim in the B-767 program back in the early eighties and he was one of the best Flight Instructors to walk the campus of DENTK.

Best to all.

*George Kane*

**LARRY LUTZ**—Thousand Oaks, CA

Hi Ted,

Hardly seems possible that I retired 11 years ago, where did all those years go?

Jeannie and I are doing great! Traveling a lot and visiting our 10 grandchildren.

*Larry* Den, LAX, and SFO

**ROBERT J MCCARTY**—Clarks Summit, PA

Dear Gentlemen,

Enclosed you will find my dues for the upcoming year. I am turning 80 and cannot believe that it has been twenty years since I flew. Like all of us I am sad at the twists and turns old United has endured. On the few occasions I travel I rarely see anyone I know.

The years since retirement have been busy. I raised a new family of five children. The oldest is in the army getting ready for a second tour in Iraq, the next is graduating from college and the younger three are still home. The youngest is 13. My first group is all grown and scattered and has presented me with seven grandsons.

My best and fond regards to all.

*Captain Robert J. McCarty* Ret. {Lax and LGA}

jllmccarty@yahoo.com

570-586-0124

140 Jermyn Dr.

Clarks Summit, Pa. 18411 {address change}

**RICHARD MCMAKIN**—Olmsted Falls, OH

Ted: Having found that retirement is great and wishing that I had done it years ago I realized that my check was due as well as an explanation of my behavior over the last year. Hey wait... I don't have to explain anything, I'm old and old guys know good stuff.

I have spent a good deal of time with George Bleyle working on the Cuyahoga Valley Scenic Railway here in Cleveland. George is a certified Brakeman (he can brake anything) and I have worked my way through training to a conductors position. We are in the middle of doing a wonderful and popular version of the Polar Express up to the 20th of December and then regular trips during the rest of the year. It really is fun and we carry about 900 passengers in two trains every evening to the North Pole, rain or snow ...beats the heck out of being number 87 for take off at La Guardia at 9:30 at night. I miss the people, I miss the 727, but I don't miss ...oh well, never mind.

Thanks for what you folks do, it is very much appreciated.

*Richard*

**PAUL MILLER**—Mechanicsburg, PA

Once again 31,536,000 seconds have gone by and I have passed another double digit birthday; this time the double eights. I feel very fortunate and thankful to reach this age and still live by myself in the home in which I was born. I am third generation on the corner. As a result I have become a local historian for which the Upper Allen Township honored me four years ago with a proclamation proclaiming me "An Upper Allen Township Treasurer". I still do addresses and interviews. The friendships I receive makes every effort worth precious treasures for me.

Even though I know the Proclamation is too large for the *RUPANEWS*, I will enclose a copy for you to peruse. I am very proud of it, as I am of other awards. I still cherish my "Award of Merit" from United Airlines. It stands at a prominent location in my living room. Over 42 years ago seems as yesterday.

Thanks for all the service to the *RUPANEWS*. The names I know become fewer and I'm saddened by the names on the "Flown West" page.

*Paul Miller* 1946 - 1979

**WILLIAM P "BILL" NOLAN**—Greencastle, PA

I don't remember if I forget things or not, but anyway, here's my renewal – don't know where the time goes. We've been married 54 years & I'm retired 14 years. Along the way sometime, I have asked my wife if she ever thought of divorce. She says, "No, but murder once or twice!" *Bill*

EDITORIAL CARTOON By Mike Luckovich/The Atlanta Journal-Constitution



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**DOUG ORME**—Ft. Collins, CO

First of all I need to say that I am the “real” Doug Orme. The younger Doug Orme is a Californian. If you think that might be confusing you should see what the payroll, admin types, etc. have done to us. I even had a guy call and ask me to be his best man. I didn’t know who he was! He was rather put out until we figured out what was going on.

In 1968 I was told that I’d be back to TK within a year for upgrading. Well, that didn’t happen. In fact it was 15 years before I was able to get a copilot bid. I also got to know quite a few Captains and F/O’s by putting in 12 years on reserve. However, I always looked forward to going to work and felt proud and pleased to put on that uniform. As a S/O my Navy uniform helped with my flying proficiency. And it certainly didn’t hurt my ego when I was given command of a P-3 squadron.

About my health: I went to the doc because of water on my knee. He told me I should aim straighter. Nuff said.

I reorganized Pattie’s kitchen during my first week of retirement. That was when she ordered me to “spend my spare time at the hangar!” I’ve been enjoying that “briar patch” ever since. A few airplanes and a few old cars along with a bunch of hangar flying make life a “hoot.”

Wishing you all fair winds and a following sea.

*Doug*

**BOB PASCO**—Evergreen, CO

Another year and we're still enjoying the grandkids! Six years since that last 400 landing in LHR. Things were quiet after 9/11 and had no trouble except for TSA getting the family on SFO-LHR.

Last June, in '06, Char and I did Ride the Rockies with our daughter and two grandsons 4 & 9 following in the RV as our pit crew. Great family fun with only one 20 min. light rain shower enroute to Salida.

Tailwinds most of the way but my wife still beat me every day into that day's destination.

Thanks for the medical info. My two older brothers both had their prostates removed and I'm just waiting for that shoe to drop. This fall's reading is 1.2 so I have some breathing room yet.

I'm still volunteering on the Copper Mt. ski patrol and am still the oldest volunteer there.

Ted, the \$ is on its way a little late. Thanks to the F&S group for the great job they do!!!

Best wishes,

*Bob & Char*

**KEN PERKINS**—North Hampton, NH

Hi Folks. Here I am writing this check 4 days early. I must be improving in my old age.

I sold my old 1931 Stinson to a collector in the Bay Area. If you hear a round engine out there and look up and see an old Stinson painted American's colors, that is it. There is only one.

After messing with airplanes for 60 years, I decided to try something different and build a boat. Hope to get it in the water before freeze up and see if it floats. It is a cedar strip Rangeley Lake rowing boat 16' long. We have had 3 trips to Norway this summer due to illness in the family. My mother in law died last month, but every thing else is going well.

Regards, *Ken*

**BRUCE SMITH**—Chico, CA

Dear Ted, Checks in the mail. This was birthday number 85, and I am still doing OK. My wife had a bad year, and in Oct. she had a total knee replacement, so for the last month I have been a care giver.

I can hardly believe it's been 56 years since I climbed into the co-pilots seat of a DC3 at Chicago's Midway Airport to fly my first trip for United!

It's now been 28 years since I parked a 727 at SFO. So now I have been retired as many years as I worked. What a life!

My best regards. *Bruce*

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## HOW TO CURE DIABETES, HEART DISEASE, HIGH CHOLESTEROL AND OBESITY

By Dr. Bruce West

I do not like to take care of my friends medically. But when they are headed toward health disaster, I simply cannot just sit by. I learned this the hard way through my friend Jim Foster, who was like a father to me. When he began to have heart troubles, I gently offered my help. He turned me down for a renowned cardiologist in a world-famous heart clinic.

As Jim got into more and more trouble, I offered again and again, telling him that he was in danger. But it wasn't enough as Jim was finally turned into a drooling invalid, and eventually poisoned and cut to death by drugs and surgery. This was a hard lesson for me. I now know that I needed to grab Jim by the collar and tell him he would be killed if he didn't listen to me. But I wasn't strong enough, the rest is history, and I learned my lesson.

So when one of my physician friends (Dave) had a heart attack, I knew what I had to do. During Dave's hospitalization, he learned that he was becoming obese; that his blood pressure, cholesterol and triglycerides were through the roof; that he was diabetic; and that he was at extreme risk for another heart attack and/or stroke. His (and my) medical friends rallied to his side, and he came home on 6 prescriptions for blood pressure, cholesterol, diabetes, and potential stroke.

Aside from Dave's immediate health problems, he was faced with the reality that at the age of 65, these drugs were a dead-end that could not be maintained without a terrific toll on his quality of life. In addition, the very things that he needed to do to reverse his diseases— diet, exercise, and phytonutrients — were foreign to him and completely against his nature.

Nonetheless, my course of action was clear—all I had to do was think about Jim Foster. So we had a heart-to-heart. I thought Dave would reject my protocol out-of-hand. But instead, much to my surprise and joy, and unlike Jim Foster, he embraced it. And this is no easy task for a man who has never exercised, whose roots are in organized medicine, and who likes to eat unhealthy foods and drink alcohol.

### *The Cure Begins*

So Dave began to cut out the carbohydrates and alcohol. This was the first step. He ate healthy protein and complex carbohydrates—shunning processed foods and sweets. He cut back drastically on alcohol. And then he started his second step to beat diabetes, which would lead to resolving all his other problems. He began intensive weight training (weight lifting).

Only when muscles are taxed with resistance (like with weight lifting), can sugar be removed from the bloodstream without insulin. Once this starts, the blood glucose level begins to lower. As this happens, the pancreas produces less insulin, decreasing high blood insulin levels. This all takes place with a low carbohydrate diet, exercise, and in the presence of the correct nutrients.

Finally, Dave started his third step toward regaining his health. He started a phytonutrient regimen. People with diabetes and heart disease suffer primarily from deficiencies and imbalances of B vitamins (including vitamin B4), minerals, and omega-3 fatty acids. Dave began to take the following supplements from Standard Process: Diaplex (3x3 daily with meals), Cataplex GTF (2x3 daily with meals), Min-Tran (3x3 daily with meals), Cardio-Plus (3x3 daily with meals), and Cataplex B (2x3 daily with meals). In addition, he took a tablespoon of cod liver oil daily. Much to my amazement, and with encouragement but no "enforcement" on my part, he followed this regime while consuming a low carbohydrate diet and maintaining a strict weight-training schedule. He was basically reinventing his entire persona.

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## ***The Right Supplements***

The cure for people with diabetes, heart disease, high blood pressure and high blood fats (cholesterol, triglycerides, etc.) is a combination regimen. Any part of the program without the others will only result in partial success—frequently with the need for ongoing and debilitating prescription drugs. But when the entire program is in force, all drugs can usually be weaned and eliminated with the help of the prescribing doctor. And this is exactly what happened with my friend—and in less than 90 days!

The Diaplex I prescribed is critical in supporting the healthy function of the pancreas. Among dozens of other nutrients, it contains pancreatic extract combined with B vitamins and trace minerals. A healthy pancreas along with vitamins and trace minerals are needed to normalize insulin levels.

Cataplex GTF contains B vitamins and trace minerals, including the biologically active form of chromium. B vitamins and chromium combine to make up what is known as the glucose tolerance factor (GTF), which is essential to maintain normal glucose (sugar) levels in the blood. Without these nutrients, no amount of exercise or low-carb dieting would normalize high-glucose levels.

Cataplex B contains the full, biologically active, phytonutrient B vitamins, including B4, which cannot be synthesized. These are necessary to help normalize blood fats, maintain a strong and steady heart muscle and heartbeat, and support proper sugar metabolism in the body.

Cardio-Plus is a combination of 5 products in one. It contains:

- Cardiostrophin (heart extract);
- Cataplex C (the whole vitamin C complex—not just ascorbic acid);
- Cataplex E2 (the oxygen-sparing portion of the vitamin E complex);
- Cataplex G (the calming side of the vitamin B complex—the natural partner to Cataplex B);
- Calcium Lactate (the most usable form of calcium).

In addition, Cardio-Plus contains an entire spectrum of other nutrients, including selenium, potassium, CoQ10 and more.

Min-Tran is a naturally calming mineral complex containing Calcium Lactate and other minerals (including iodine, magnesium, and more) from kelp and alfalfa. It is known that minerals from food are far more active than mineral supplements. In fact, in a study reported in the *Journal of Clinical Nutrition* (May 2007), it was again proven that calcium from food is best. Women enjoyed better calcium metabolism and bone development with calcium from food than women who consumed even higher levels of calcium from supplements.

**All the nutrients prescribed for Dave and our patients are made from food** (phytonutrients). And there simply are no substitutes. Dave had taken an entire array of "natural" vitamins and minerals for several years prior to his heart attack, subsequent type 2 diabetes, and blood fat abnormalities. Thankfully, he is now living proof that getting the right phytonutrients will make a difference. *[All of these nutrients are produced by Standard Process, Inc. They are available through some, not all, physicians and on the web at: [www.standardprocessinc.com](http://www.standardprocessinc.com) --Ed.]*

## ***The Wheat, Gluten, and SlowBurn Connection***

Being a physician, Dave is inquisitive. And he closely monitors his blood sugar. He has told me that I was absolutely correct in recommending no wheat or gluten, along with heavy weight lifting. His sugar rises most precipitously and stays high longer when he eats wheat or gluten. And his sugar drops quickly and stays normal longer after his intense weight lifting.



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I recommended that Dave lift weights following the "slow burn" technique. This is lifting weights very slowly, for only 4 to 6 repetitions per exercise, and only once every 5 to 7 days. Sound good—lifting weights only once or twice weekly, instead of the usual 4 to 6 times? You bet. The studies show that when you exercise in this manner, the positive effects last in your body for the next 5 to 7 days! And Dave has proved that over and over again with the simple use of a blood glucose monitor.

For anyone with diabetes, heart disease, high blood pressure, and/or blood fats problems, I always recommend a gluten-free diet and slow burn weight lifting. You can learn all you need to know about wheat, gluten, and being overweight by getting the book, *The Gluten Connection*, by Shari Lieberman. And you can learn all about the benefits and technique of slow burn weight lifting by getting the book, *The Slow Burn Fitness Revolution*, by Frederick Hahn, Michael Eades, MD, and Mary Eades, MD.

And slow burn is not just for younger folks. If you start this technique, it can be your personal fountain of youth. I have patients in their 90s who lift weights in this manner. Older folks routinely become stronger, more stable, more secure, more positive, and more independent after 3 months on this regime. Sound like the fountain of youth to you?

### ***The Obesity Connection***

For most Americans, it is all about insulin. Both the *Journal of the American Medical Association* (May 16, 2007) and *Time Magazine* (June 11, 2007) agree. If you consume lots of wheat, grains, and processed foods (which all contain gluten), your pancreas secretes higher than normal amounts of insulin. Insulin is irritating to your blood vessel linings and can lead to coronary artery disease and atherosclerosis.

But more important, high insulin levels mean that you will have more degenerative diseases like arthritis, heart disease, coronary artery disease, and obesity. And it is not your genes that make you secrete high levels of insulin. It is simply your diet—processed foods, grains, and sugar, as well as lack of exercise. These things make your muscle (and other) cells less receptive to insulin. So they won't let the sugar in with the usual amount of insulin circulating in your blood. Therefore your blood sugar rises, and your body secretes more insulin. Genes are not the cause of obesity, insulin is. When you have high insulin levels, you have a much harder time losing weight. And when you do not exercise, your insulin levels rise.

Once insulin levels begin to rise, the body starts to inhibit the fat-burning hormone called hormone-sensitive lipase. Without this hormone you cannot burn fat for energy. You will begin using protein (lean muscle mass) and carbohydrates for energy. This causes you to become abnormally hungry, which causes you to eat more carbohydrates—continuing the cycle.

But when you remove the processed foods and gluten, and you start exercising, your insulin level drops. When this happens, your hormone-sensitive lipase levels normalize. You then start to once again burn fat for energy. The net result is weight loss and getting a handle on degenerative diseases. It is not rocket science.

### ***Conclusion***

There could not have been a worse patient than Dave. He was very overweight and had never exercised in his life. He loved his wines. He was trained in classical medicine. All his friends wanted to help him with prescription drugs for life. In fact his two best friends were a cardiologist and an internist. But he actually came to me! And more shocking—he followed through on my recommendations.

His rewards were a 60-point drop to normal blood pressure. His blood glucose dropped over 200 points to normal. His triglycerides dropped over 300 points to normal. He lost 40 pounds of fat. And he is now stronger than he was 25 years ago. All without drugs or surgery. Can diabetes, heart disease, high blood pressure, obesity, and abnormal blood fats be reversed? You bet.

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**RUTH & DAVID STEARNS—**

Greenwood Village, CO

All is well in our neck of the woods. It does take each of us longer to get anything done which brings to mind the act that I put on at the security checks. It all starts when I reveal to the AUTHORITY that I have a stent and cochlear implant which may be damaged if their machine is working. I am instructed to remove them both. So far I have been able to get by with removing my voice processor, my shoes, my belt and explaining that I will no longer be able to hear anything said to me. At which time I am shouted at, pushed to stand in an awkward position while holding my pants up as best I can and am shouted at some more. This is most interesting to the long line of people waiting their turn as they must think they are next. Upon being released with my voice processor functioning again I am rewarded with many displays, even vocal, of disgust from the AUTHORITY in having to deal with such deaf idiots. It is neat to hear their comments as they have completely forgotten that this deaf idiot can hear now with his hardware back in place.

The items that seem to be required I will cover briefly. My golf score is at its very best. My health is good as is Ruth's. UAL is not run by honorable people. How did I get old so quick? My log books are not very interesting. Nor was my military hitch however my grandson has completed two tours in Iraq. Our fingers are crossed as he may not have enough time left in his enlistment to be eligible for another.

Not required but thanks to all who keep us in contact with each other. Your good work is appreciated. I am proud to belong to this band of brothers. *Dave*

**CHUCK THOM—**Goodyear, AZ

Ted,

On Jan. 15, while visiting my oldest son, Chris, wife, Petra, grandson Charlie, and new granddaughter, Emma in Monterey, CA, Chris loaded 3-yr old Charlie and me into the car and announced, "We are going for a ride." We headed south through the hills, truck farms and vineyards

coated with ice from water sprinkler's spray, frozen by an unusually deep freeze overnight, but absolutely beautiful none the less.

Chris would not discuss our final destination, but two hours later we arrived at King City, which has an airport, and which the old man was able to recognize as such. Chris said he was looking for his golf buddy, Sean Tucker. I said "You mean you are finally going up with him in his Pitts Special?"

"No, **you** are!"

Wow! I had not flown in 5+ years (747), and had not flown upside-down in 34 years, but I strapped on a 'chute, and Sean shoe-horned my inflexible 200-lb body into the front seat, hot-miked me, and off we went (after a very thorough briefing of normal and emergency procedures, and a preflight check of the Pitts).

It was a CAVU day, by now 55 degrees F, and Sean announced on UNICOM that we were "in the box" on the east side of the north-south runway, performing acrobatics.

He would do a maneuver, I would follow him on the controls, and then I would repeat it while he talked me through it—when to pull harder, or coaxing the hold-off for more airspeed build-up, etc.

In the next 45 minutes, we did aileron rolls, barrel rolls, wingovers, loops, hammerhead stalls, and then he said, "How about some Advanced maneuvers?"

"Like what?"

"Inverted flight, inverted flat spin, and the Lemcevic (sp)" We did it all. After each one, Sean would ask, "How are you feeling? OK?" I had to reassure him continually I was fine, let's go. It's like riding a bike----you never forget. My stomach didn't either.

The Lemcevic (sp?) was best, and wild! You actually wind up flying backwards (tail leading) until you dump the nose and start back down to recover forward airspeed.

I'll never forget forever my son's gift that day, how in 5 min, I was back 34 years, and was very comfortable in that little aircraft, with no G-suit, able to "horse" it around with NO +/- G limits, and NO rolling G limits.

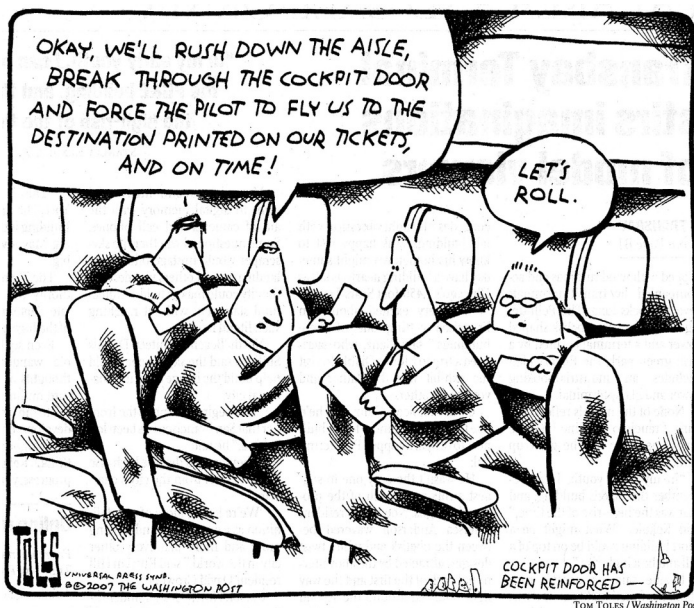
It will probably be my final log entry, but one right up there with my first solo, 5 single-engine failures (one dead-stick to USS Coral Sea in an A1-H Skyraider [Spad], and my final 747 flight from Sydney to SFO, the day before 9/11.

Sean is a nationally known aerobatic competition and airshow pilot, and operates his own aerobatic school at King City. He recently bailed out of his Pitts Special when the elevator turnbuckle failed during a 7G pull-up at 100 feet over a runway. Fortunately, he had achieved 30 degrees nose up and zoomed, using trim tabs to gain some control--enough to bail but not near enough to land. He went out the left side, against the prop-wash rotation, and got momentarily hung up on the stabilizer, but fought free, with no serious injuries.

The turnbuckle was certified to 12 Gs by the manufacturer. Now you know why I decided no more flying for me after retirement. Two combat cruises in Vietnam and not a scratch. Two very near midairs, both within 12 feet, and all of my engine failures wound up on a hard surface. These and all my other close calls were in the Navy or non-UAL commercial A/C. I'll keep mum on most until I am too old to be embarrassed by them. Luck! I never got a scratch on any A/C.

Thanks, to all you Ladies and Gents for another fine year of news and humor. I love the humor!

*Chuck & Sandie*



## DOUG WILSMAN—Ramona. CA

Folks:

(Ramona, November 2, 2007) The recent big fire in San Diego County started about 15 miles east (downwind) from my house and the initial smoke was coming directly over our house. It started at noon and two hours later it was obvious that I had to get away from the smoke so we packed up a few things and left town. The fire was burning buildings in our little subdivision starting about midnight (it took six houses out of about 30) but my four acres were cleared off enough so there was nothing to burn so the house is OK. I have been back for five days and running around doing stuff for the water district. About 150 disgruntled residents came to a special Water Board Meeting last Tuesday (10/30/07). Look at <http://www.ramonasentinel.com/> for detailed accounts, if interested.

Below is a passage from the minutes of the meeting. Looks like I will be busier than usual for the next few months.

“President Krysak: Ad Hoc committee of Chair Wilsman and Director Robinson

To conduct an investigation into the events surrounding the Witch Creek fire as it relates to the Ramona Municipal Water District and report back to this Board. The Committee is empowered to conduct internal, interagency, or public meetings in their efforts to develop an historic timeline of events in the fire and evaluate critical option decision points. Additionally, the Committee’s scope includes evaluating existing District facilities, policies and procedures and public information; returning to the Board with recommendations and action items. I expect, and I know I will receive, and this Board will receive, a complete evaluation without regard to impact. If mistakes were made we can only correct them if they are identified. There is no deadline for this report as I do not want any time constraints to limit the completeness of this investigation or evaluation.”

Regards:

*Doug Wilsman*

# IN MEMORIAM

## MRS. NANCY (CLEVINGER) ENGEL

Nancy C. Engel, 86, formerly of Bowie, Md., died Friday, September 28, 2007, at Country Meadows, Bethlehem. Born June 5, 1921, in Wallingford, she was a daughter of the late Llewellyn and Edith (Black) Clevenger. Nancy was a devoted mother, homemaker and community



volunteer. She served in the Marine Corps during World War II, and worked for Capital Airlines and as a seamstress during her lifetime. She was a member of St. Matthews United Methodist Church, Bowie, and a volunteer for two of St. Matthews mission service programs, FISH emergency transportation service and Meals on Wheels. She was a member of the Bel Air Bath and Tennis Club, the Bowie Womens Club, and a number of bridge clubs and singing groups in Bowie. Nancy loved animals and was an advocate for various animal welfare associations.

Survivors: Husband, William P. Engel; daughter, Pamela E. Brewer of Forks Township; three sisters, Emily Haseltine, Margaret Morton, Virginia Burnside; two grandchildren, Jason and Amy Brewer..

Services: A memorial service will be held at 11 a.m. on November 20 at St. Matthews United Methodist Church, 14900 Annapolis Rd., Bowie. Inurnment will be in Arlington (VA) National Cemetery. The Ashton Funeral Home, 14th and Northampton streets, Easton, is handling the arrangements.

Contributions: St. Matthews United Methodist Church for mission service programs, MD 20715.

Cards may be sent to:

Captain Wm. P. Engel  
68 Penney Lane  
Easton, PA 18040-8357  
610-438-5152

## JACK EVANS

With sorrow, I report that we have lost a good friend today. Jack Evans was taken off the ventilator this afternoon and died at 1741.

Jack supported and backed me up in our efforts for the Washington RUPA group adamantly maintaining a place in the background. The group and I will miss him.

Jack always was thinking of and empathizing with others. If he suspected someone needed something he would be right there to assist but he always seemed surprised and a little embarrassed when someone did something for him.

There are no arrangements at this time.

*E. K. Williams*

Condolences to:

Mrs. Jeannie Evans  
39031 Old Wheatland  
Waterford, VA 20197-1025

## RAYMOND (RAY) GIBSON

Raymond (Ray) Gibson, retired from LAXFO on 8-8-82, passed away November 13, 2007.

Ray hired with United in August 1946. He was an Air Force pilot for 4 years. He flew DC-3's, DC-6's, DC-7's, Convair 340's, Viscounts, 727's, and DC-8's. He was domiciled in MDW, EWR, MIA, CLE, AND LAX.

He was buried Friday November 16. Services were private.

Cards may be sent to his wife:

Marge Gibson  
1972 Canterbury Drive  
Las Vegas, NV 89119

## MURIEL HARRELL

For all those who knew and loved Muriel, be advised that she passed away on October 20 of this year after being on life support for a time in the Escondido, CA hospital. We were married for 55 great years.

*Bob Harrell*

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## **JAMES W. HARRIS**

Jim, a retired UAL Capt. from Golden, Colorado, passed away on October 29, 2007 at age 84. He started his aviation career in the Army Air Force and flew the B24 in Europe during the end of WWII. Being a native of Pennsylvania, he began flying as an airline pilot with Capital Airlines. Throughout his 30 plus years with the airlines he flew a multitude of different airplanes and retired off the B747. During retirement he was active helping his son Jeff in a gas and oil venture. Everyone that knew Jim will truly miss his genuine outgoing nature and keen sense of humor. He was always willing to lend a helping hand when someone was in need.

## **JACK HOLST**

*Memorial*

01/1906 – 10/2007

Another one of our elder citizens has just departed this life. Following a happy, festive 100<sup>th</sup> birthday celebration in January, 2006, Jack remained with us – always entertained by his books and classical music – until he passed away on Thursday, 10/27/2007.

Born in Stavanger, Norway, he learned to fly in the Norwegian Royal Air Force in 1925 and emigrated to the United States in 1928. He was soon on his way to a long career in aviation, stretching from New York to Wichita, Oakland, Chicago, Costa Rica and Denver, when he retired as Captain on United Airlines in 1961, having flown 32,000 hours.

During World War 2, through a lend-lease program between the government and commercial airlines, Jack and other UAL pilots flew in the Air Transport Command for the Pacific Operation.

Aspen had become a favorite destination and became his home in 1953, when he taught skiing and gliding in his spare time. He operated Aspen Travel Service and became an agent for Pan Abode log homes in the late 50s for many years.

Retirement allowed him to return to his favorite recreational pursuits – hunting, fishing, and tennis and he really enjoyed volunteering for the BOLD program, holding clinics and instructing blind skiers.

On the journey past his earthly life, Jack leaves Shirley, his wife of 32 ½ years; a son, Leslie and wife, Ellen of Aspen; a daughter, Karen, of Key West, Florida; 5 grandchildren of Texas, Florida and Alabama; and 5 great-grandchildren, plus nieces and nephews in Norway.

Mostly wheel-chair bound for the past 5 years, he truly appreciated visits from neighbors, close friends and relatives. He loved to take daily drives throughout this valley and, along with Shirley, managed to attend 27 concerts of this past Aspen Music Festival season – celebrating and closing in on an adventurous and rewarding life of 101 years and 9 months.

## **JACK HOLST**

Dear Ted:

Enclosed please find a copy of the Memorial Service and also an Obit from local Aspen News.

They had a very nice service for Jack- I would estimate about 150 attended the service. The small Lutheran Church was filled and overflowing. Although the Pastor did not know Jack that well- he came over from his church in Vail to conduct the Memorial- he did a very good job. I attended the Service on Friday-11/2/07 @ 4:00 p.m.

I hope that Shirley can now get out and travel some. She has been tied down for the last few years.

Jack's son Les said that it wasn't such a miracle that Jack had lived so long, but it WAS a miracle that he survived the "first 25 years of his life". Jack would have been 102 in January, 2008.

Jack was the last of some 65 Charter Members of RUPA. The End of an ERA.

Very Best Wishes,

*Jay Plank*

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## JAMES EDWARD "JIM" JESKEY

Dear Editor:

Would you please be so kind as to run the enclosed obituary notice? [*Jim's obit was included in the November RUPANEWS-Ed.*] My Dad died last week after a lengthy illness - he fought long and hard, and has earned the peace we know he now enjoys.

One note to share - when it came time for the burial, right before the priest started the graveside service a small plane lifted up from behind the trees at the far end of the cemetery and flew directly over my Dad's grave. It turns out that flight students, at the Murfreesboro Airport, practice traffic patterns and whatnot overhead (this is the airport at which my husband, a pilot for US Airways, learned to fly). We feel Dad would love this.

He always enjoyed the *RUPANEWS*, and was very proud to be a part of United Airlines.

Thank you for your assistance with this matter.

Sincerely,

*Barbara Jeskey Sullivan*

Cards may be sent to:  
Mrs. Barbara Jeskey  
1407 Canterbury Ln.  
Murfreesboro, TN 37130

McEachern of Denver, CO; and five grandchildren. Cam was born in Port Credit, Ontario, Canada in 1933 and developed an immediate love for airplanes and flying. He signed on with the Royal Canadian Air Force out of high school where he served as an instructor, and later joined Aer Lingus as a pilot out of Dublin, Ireland. In 1965, United Airlines hired him to fly out of the San Francisco Bay Area where he made his home on the Coastside. An honored pilot, a frugal Scot, a loving husband, a great friend and the best father one could ever wish for. He will be missed by many.

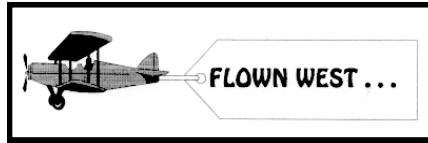


## ELDEN CAMPBELL "CAM" MCEACHERN



Captain Elden Campbell "Cam" McEachern Passed away peacefully at the age of 73 at Mills Peninsula Medical Center in Millbrae, CA, on November 4, 2007. He was a resident of the Coastside for over 40 years and is survived by his wife of 34 years, Bessi Annie McEachern; his daughter, Sheri

Walker of Gresham, OR; his two sons, Eldon Glen McEachern of Oahu, HI, Donald Campbell



<b>JAMES EDWARD “JIM” JESKEY</b>	<b>10/22/2007</b>
<b>KING KESSLER</b>	<b>10/26/2007</b>
<b>JACOB KIELLAND “JACK” HOLST</b>	<b>10/27/2007</b>
<b>JAMES W. “JIM” HARRIS</b>	<b>10/29/2007</b>
<b>ELDEN CAMPBELL “CAM” MCEACHERN</b>	<b>11/04/2007</b>
<b>RAYMOND W. “RAY” GIBSON</b>	<b>11/13/2007</b>
<b>JOHN GREEFF</b>	<b>11/14/2007</b>
<b>DONALD J. “JACK” EVENS</b>	<b>11/21/2007</b>



### HIGH FLIGHT

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

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

*John Gillespie Magee, Jr., September 3, 1941*

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## RUPA'S SOCIAL CALENDAR

### Monthly Scheduled Lunches

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

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**Deadline: January 23, 2008**

**Mailing: February 6, 2008**

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**RUPANEWS**  
1104 BURKE LANE  
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**PERIODICALS**

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