



# RUPANEWS

Journal of the Retired United Pilots Association

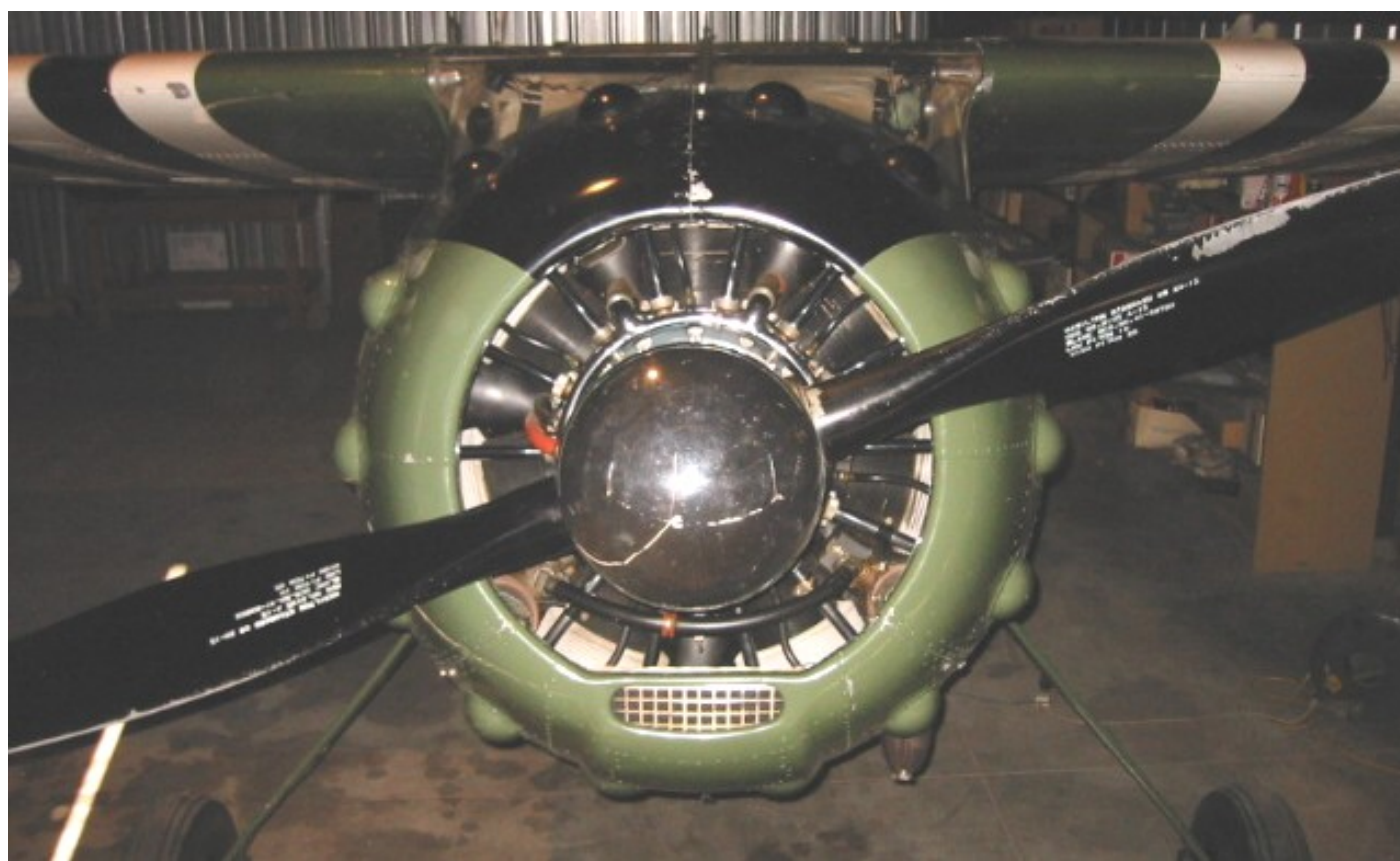
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## PRESIDENTS LETTER

Happy New Year! We're well into the New Year since the RUPA DIRECTORY is distributed in January and no newsletter was sent.

By now, most of you have heard of the age 65 ruling for pilots who were not retired before December 13th 2007. What this means to us (RUPA) is we will have no new retirees for the next five years. Normal attrition will visit our ranks causing us to thin further. In order to keep RUPA strong and viable, we need to maintain our current membership and enlist as many of the non members as we can. To this end, I would have you ask your fellow retirees if they are members of RUPA. If not, urge them to join. I feel that RUPA and its newsletter allows us a wonderful exchange of ideas and suggestions on health, wealth, and just about anything else. Besides an exchange of thoughts and ideas, we try to maintain a friendly social climate by having various group luncheons and a biannual convention. Please try to enlist an inactive retiree.

After a number of years as editor of the *RUPANEWS*, Ted Larusson has announced his intention to step aside. If you, or someone you know would be interested in becoming the new editor, let us know. All you need is a computer and a desire to edit letters and articles. The layout of the magazine is completed by someone other than the editor. Location is not critical, thanks to email.

We are still looking for suggestions for our 2009 Convention site. Your input would be greatly appreciated.

**REMINDER:** Cleve Spring / James Olsen are **not** the current Secretary/Treasurer.

**All membership renewals and information updates are to be sent to Bruce McLeod, Sec./Treas---**

RUPA

P. O. Box 275

Half Moon Bay, CA 94019

Go forward and recruit.

*Larry*

### **ABOUT THE COVER: 1950 C-195/ Army LC-126.**

The Army had about 100 of them and the USAF had about 75. They were used as light cargo liaison, air ambulance and instrument trainers in the late 40s-late 50s.

The paint scheme was taken from a photo of an Army one flown by Charlie Kettering, UAL ret., in the mid 50s—Pre-UAL. (Charlie is still living in Reno—*Ed*).

It had a MTOG 3350 lbs. Cruises at 135 kts has a 300hp Jacobs R-755A2 burns 14.4 gph. It is my second 195. I have owned them for 34 years.

About 1000 civilian 195s were built and called the "Business Liner".

My bird started its life as a corporate A/C in the mid west. Grandfather to the Citation X. (*Which Cort is now flying—Ed.*)

Hope that helps

*Cort*

F.V. "Cort" de Peyster

(It is for sale at 95k; always hangered, and a nice XC bird.) (*The least I could do. —Ed.*)



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## SEC/TR MUSINGS:

Jim Olson “doesn’t live here any more.” Cleve Spring “doesn’t live here any more.” Your checks made out to either of those guys should have been made out to RUPA!! The mail does not go to Florida, Missouri, Sacramento or Foster City. Let’s see if you can address it to me correctly at:

**RUPA, PO BOX 275, HALF MOON BAY, CA, 94019-0275**

Finally, if you change your email address, let me know by email only. That way I can correct your records with an address that works! Some of the scratchings on “Post-its” look like.....well, scratchings!!

Thnx, *Bruce*



**Please!! This is important!!!**

**You must inform us how many calls you made in 2007 to the toll free travel listing services at:**

- **The Seattle Retirees Travel Desk at: 1-888 826-3375**
- **The Portland Retirees Travel Desk at: 1-888 278-7038**

**Email, postal mail, or phn: 800-787-2429 with your name and the number of calls.**

## DANA POINT RUPA LUNCH

The third Tuesday of the month came a early and brought a bright crisp clear day in the harbor. Translation... we decided to eat inside. Actually the Harbor was quiet and just the locals and a whole lot of Pelicans along the mile long breakwater. Even the seagulls were in short supply.

The following showed up (forgoing last minute shopping for Xmas): Park Ames, Carlos Bernhard, Bruce Dunkle, Bob Fuhrmann, John Grant, Jack Healy, Rick Hoefer, Ed Judd, Bob McGowan, Jerry Meyer, Bill Meyer, Bill Rollins, Ted Simmons and Tony Testa.

Glad to see Tony back with us after extended sick leave.

**PRESIDENT BUSH HAS SIGNED LEGISLATION THAT RAISES THE MANDATORY RETIREMENT AGE OF 60 TO 65, EFFECTIVE IMMEDIATELY.**

**THE NEW LAW IS CONSISTENT WITH INTERNAL (ICAO) STANDARDS.**

Some conversation about the above...looks like we are beginning to catch up with the rest of the World! Wondering how the working pilots feel?

Would not have known that we were in the Christmas period from the conversation that was going around the table, though everyone seems to be in good spirits and remained longer than usual. Finally I got up and checked on the Bill.

Seems one of our members had slipped out early...and took the "Bill". Seems he paid the Bill for the whole Group! Name withheld but his initials are PJA.

Merry Christmas to all!!

Best Regards and Happiness to all For the New Year

***TED***

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## DANA POINT RUPA LUNCHEON

*Wind and Sea Restaurant:*

We certainly had a beautiful day at the Harbor. Once again our Group was able to meet under the blue umbrellas. Quite a few Guys showed up early to enjoy the warm weather and lack of tourists.

Present for the call were: Park Ames, Carlos Bernhard, Walt Bohl, Bob Brockmeier, Jack Healy, Rick Hoefler, Ed Judd, Bob McGowan, Earl McKenzie, Jerry Meyer, Bill Meyer, Bill Rollins, Ted Simmons, Bill Stewart, Tony Testa, Joe Udovch, and Glen Schwarz.

RUPA President Larry Wright sent me an E-mail asking us to reach out for new members....excerpt follows:

"As you know, our recruitment of pilots retiring after 2000 has been, at best, dismal. With this new age 65 ruling, we can not expect any new members for the next five years. Normal attrition over the next five years is certainly going to wreak havoc in our ranks.

I would like, once again, to reach out to non-members and get them to join RUPA. I have enclosed a list of non-members in your geographic area. My idea is to divide these names among your members, by area, and have them make personal contact with the non-member; stressing that we have no tie with United Airlines or ALPA except that we used to work there. As a further incentive, RUPA will reimburse you for the cost of any non-member's lunch."... (Yes, free LUNCH!).

Sometimes this just means that just giving someone you haven't seen for a while a call and invite to our Luncheon. Also check the expiration date for your personal subscription to *RUPANEWS*. It's on the back page.

Conversations got around to recent Merger talks of UAL, Delta, or NWA...long as we can get an occasional Soft Seat in First Class is all that we could hope for.

Glad to see Earl and Tony able to join our little group again. Both of these Guys have been beset by some major Illness

Next month meeting, February 19<sup>th</sup>, 1200

The best of health to all

**7ED**



### WELCOME TO RUPA!!

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

- Captain & Mrs. Samuel G. Adolphs (Bobi) of Murrieta, CA
- Captain & Mrs. John F. Campbell (Sheri) of Laguna Niguel, CA
- Captain & Mrs. Eduardo Emmanuelli (Yvonne) of Miami, FL
- Captain Patrick J. Gallagher of Vienna, VA
- Captain & Mrs. David L. Leippe (Deborah Cashatt) of Cameron Park, CA
- Captain & Mrs. Kevin J. Moran (Catherine) of Santa Rosa, CA
- Captain & Mrs. Richard C. Patton (Betty) of Waldorf, MD
- Captain & Mrs. F.A. Shaw (Jan) of Evergreen, CO
- Captain & Mrs. James Siemion (Bonnie) of Saint James, NY
- Mr. & Mrs. Paul Tucker (Louise) of Upper Marlboro, MD

*Thanks for joining us!*

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## DEN GOOD OL' BOYS

The November meeting of DEN Good ol' boys occurred on a delightful late-fall day and but the turnout was disappointing. Happy hour went off well, though and the bell sounded before many were ready. At any event, order prevailed, and the grub met the approval of most.

The coordinator started the boring business meeting with the obligatory attempt at humor which elicited a few chuckles, then read a letter from Bob Falco detailing his success in obtaining a refund of the overpayment of Medicare funds. Our congrats to him.

Comment was made of the recent final flights west of Jim Harris and Jack Holst, as well as the recent mishap of Don Johnson in a serious bicycle accident.

Also pictures were available of the recent destruction of a bran' new Airbus 340 which jumped its chocks during a full power run-up and plowed into a blast fence, resulting in serious injury to three test personnel onboard at the time.

It was noted that the December meeting will be one of our semi annual wives/girlfriends invited events and we will be looking for a good turnout.

The meeting adjourned at a suitable hour.

Those attending included: Bill Hanson, Steve Pahs, Curly Baker, Phil Spicer, Bill Bates, Mack Connelley, Ralph Wright, Maury Mahoney, Bob Dietrich, Mike Williams, Al Dorsey, Bill Hoygaard, Dick Shipman, Ed Cutler, Barry Edward, Fritz Meyer, A. J. Hartzler, Cliff Lawson, Carl Harder, Rick Madsen, Duane Searle, Rick Beebe, Tom Johnson, Stanley Boehm, Charles Fellows, and the scribe and coordinator,

*Ted Wilkinson*

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## DEN GOOD OL' BOYS

The December Mtg. of DEN Good ol' Boys was one of our Wives/lady friends invited meetings and the weather was perfect. Happy hour was its usual rousing success, and the bell sounded at noon on the dot.

Following the repast, a brief recapitulation was delivered on the Medicare overpayment situation.

It was reported that Eileen Wagner is resting at home following shoulder surgery. Al Dorsey delivered a report on the infirmity of Pete Cecchinelli who is undergoing treatment. The final flight west of Dale Fell was reported. Private services are planned for him.

At the instigation of Jim Adair, a program was delivered by John Mansch on the subject of reverse mortgages. Jim and Arletta have availed themselves of this vehicle. John was their mortgage manager, and he presented an interesting and enlightening program concluded by a Q & A session.

Business having been concluded, the event devolved into socializing and adjourned at a suitable hour.

Those in attendance included: Bill Fife, Steve Pahs, Dick Garbrick, Al Snook, Joe Kennedy, Stanley Boehm & Clara Winter, Bill Bates, Al Dorsey, Rick and Kaye Madsen, Fritz and Judy Meyer, Casey and Gail Walker, Jack and Angie Davis, Dave and Ruth Stearns, Rick Bebee, Dave Murtha, David Horwitz, Josh Rabinowitz, Tom Gordon, Dick and Jeannie Kobayashi, Bob and Ann Blessin, Mack Connelley, Dean and Elaine Readmond, Jack Turner, Bill and Eve Hoygaard, Jane and Gerry Zimmerman, Ron and Georgia Schafer, Cliff Lawson, A. J. Hartzler, Jim and Arletta Adair, Jim Jenkins, Pat Murphy, Russ and Pat Ward, and the coordinator and his bride, *Ted and Rose Wilkinson*.

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## DEN GOOD OL' BOYS

The weather was cooperative for the January meeting of DEN Good ol' Boys, however the turnout was slightly disappointing. The food was pork loin and met with the approval of all (as far as the scribe was aware). Happy hour went off swimmingly, and the bell sounded somewhere near noon. By severe elbowing, pushing, and shoving the scribe managed to find himself near the front of the line and acquired a full plate. (Plenty of grub was left over)

The coordinator started the Boring Business Meeting with the obligatory attempt at humor and no missiles flew his way, so maybe he got away with another one. A report was given on the final flight west of Capt Bob Flick, who was known by several in the DEN area. The coordinator related having talked with Pete Cecchinelli who was recently diagnosed with liver cancer. Pete has been examined at the M.B. Anderson Clinic in Houston and is on a regimen of chemotherapy. He is at home between treatments. The coordinator also related of the final flight west for Richard Mason (Dick) Dixon. Dick was residing in Boise, Idaho, at the time of his demise.

A brief update was given on the apparent status of the IRS Form 843 medicare tax overpayment issue.

Those in attendance included; Bill Hanson, Joe Kennedy, Curly Baker, Phil Spicer, Dave Murtha, Tom Gordon, Bill Hoygaard, Tom Hess, Maury Mahoney, Bill Fife, Bob Ashworth, Fritz Meyer, Cliff Lawson, Jack Davis, John Schoonhoven, Mack Connelley, Bob Crowell, Jack Turner, Stanley Boehm, Jim Krasno, Dick Shipman, Jim Jenkins, John Thielen, Russ Ward, Pat Murphy, Barry Edward, George Maize, Carl Harder, John Francis, David Horwitz, and, the scribe and coordinator, *Ted Wilkinson*.

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## JOE CARNES N.W. ILLINOIS RUPA LUNCHEON

The Joe Carnes N.W. Illinois RUPA Luncheon group met at the *Warsaw Inn* on January 8th 2008, with 45 in attendance. Food as always was excellent and plentiful.

Milt Jensen acted as the MC and complained that he was suffering for the lack of new material but that Muriel Bergsma was trying to take up the slack.

Bernie Sterner related information concerning the recent problems at United. And what might be happening in the future.

A good time was had by all and we appreciate the improved sound system supplied by Jim Gesler.

In attendance were : Don & Joan Anderson, Ken & Muriel Bergsma, Dale Bird, Bob Blackwell, Jim & Corrinne Boyer, George Bracke, Norm Clemetsen, Barry Davidson, Bill Duzet, Tom Fasiang, Jim Gesler, Ed Gunderson, Vince Hammond, Dave Harris, Tom Harvey, Mike Hepperlen, Al Herbst, Milt & Ina Jensen, Bob & Carolyn Kelly, Les Kero, Frank Kilgore, Jim McCusker, Rob McCutcheon, Bob & Shirley Moncur, Tom Morton, Ceil & Bill Myers, Marjorie & Howard Nelson, Ned Neumann, Claude Nickell, Chuck Peterson, George Pylawka, Ole Sindberg, Bernie & Rachel Sterner, Bill Thompson, Sid Tiemann, Lyman Walter, Tom Wedel, Jerry Westfall, Ron Wilson, Frank Zackary

### 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.SecT@yahoo.com](mailto:Rupa.SecT@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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## THERE HAVE BEEN CHANGES MADE TO THE RUPA MEXICAN RIVIERA/SEA OF CORTEZ CRUISE

Holland America has decided to run the cruise in the reverse order than was previously published. Instead of sailing to Puerto Vallarta for the first stop, the ship will now stop at Cabo San Lucas first, and Puerto Vallarta will now be the last stop. Also taxes have been increased slightly from \$101.69 to \$119.35. Due to the rising cost of fuel, there will also be a \$5.00 pp per day surcharge applied to all bookings. All cruise lines have added this surcharge effective the first of the year.

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

**Day 0** The ship will depart San Diego at 5:00 pm

**Day 1** A day spent at sea.

**Day 2** The ship arrives at Cabo San Lucas. This stop features tranquil seas, beautiful beaches and a whirl of colors. Even more spectacular: waters teeming with marlin, swordfish, sailfish, tuna and other fighting fish.

**Day 3** 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.

**Day 4** This is a change from the previously published cruise route. The ship will now stop at Guaymas, Sonora Mexico instead of LaPaz.

**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 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 7** The ship arrives at Puerto Vallarta, our final port prior to our return to San Diego. 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.

**Days 8 & 9** At sea

**Day 10** San Diego.

Below is a list of RUPA members who have signed up for the cruise.

Hugh and Jo Berry	Nate and Eleanor Hall	Kent and Chris O'Brien	Richard and Frances Shultz
Rich and Georgia Bouska	Howie and Patricia Jundt	Sam and Mickie Orchard	Jim and Lula Staib
Guy and Marilyn Casey	Marlin and Mary Kalpin	Pat and Marion Paterson	FB Steve and Shirley Stephenson
Joe and Barbara Collins	Edward and Lynda King	Sharon and Jerry Poulin	Lloyd Whitlow and Donna Koepp
Bob and Muriel Clark	Dave Linsley	Patti Robinson and Sally Haake	Edward and Rachel Wallof
Jack and Angelina Davis	Kim Eaton	Tom and Sandra Race	
Ken Ewing and Kathleen Brendlinger	Dick and Aud Mitchell	Barbara Thompson	
Ed and Corrine Greer	Bill Marsh	Jim and Frances Trierweiler	
	James and Theresa Nist		



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**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: Cabo San Lucas, Loreto Mexico, Guaymas, Topolobampo, Mazatlan, Puerto Vallarta, and Return to San Diego.

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

Taxes, which are \$149.35 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.**

**The verandah cabins are going fast.**

**Not all categories may be available at this time.**

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

**Send all correspondence to:**

**Jerry Poulin**

**Jerry's Travel Service**

**36 Mark Bradford Drive, Holden, MA 01520**

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

**gsp@aol.com**

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## LAX CHRISTMAS LUNCHEON

The Annual Christmas get-together at *The Hacienda Hotel* was well attended, as about 70 of us gathered to visit and enjoy lunch. Rex May acknowledged and welcomed the widows in attendance as well as other attendees; some came from as far away as New Jersey, and also welcomed several Clipped Wings members

He introduced LAX flight manager Rick Dake, who announced that the Congress had on that day unanimously passed the new "age 65" rule and it would be expeditiously sent to President Bush to be signed. After speaking briefly, Capt. Dake opened it up to questions from the audience. Some of the subjects covered were the current shortage of pilots; that there are about 800 pilots in LAX now; and after noting that Domestic Pass Travel in Coach is now free, they are working on getting the same thing for First Class. He was asked about Retirees visiting flight operations and said he would look into seeing if that could be arranged.

Webmaster Arvid Von Nordenflycht reminded us that RUPA has a web-site which is: [rupa.org](http://rupa.org) "Clear Cards" for getting through Security faster, and Immigration Cards for faster entry at Canada and Mexico were discussed, and Linda May showed us a leather jacket which is UAL approved uniform for pilots.

Rex offered the microphone for anyone who wanted to speak and a few did. After that, since we had the banquet room till 3 p.m. many stayed around and visited for a while.

Happy New Year to all and hope to see you at our RUPA luncheons in 2008

*Doug and Marcene Rankin*

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## LOS ANGELES VALLEY LUNCHEON

We had 17 for our January 17th luncheon at *Mimi's* in the San Fernando Valley. They were: Bob Mosher, Dick Unander, Jack Moore, Joyann Moore, Ray Engel, Marv Jeffers, Herb Goodrich, Walt Tyler, Doug Bielanski, Don McDermott, John Joyce, Jack Hanson, Shirley Hanson, Denny Fendelander, Som Fendelander, Doug Rankin, Marcene Rankin.

Don McDermott got our attention at 11:45 and talked of the rumors about Airline Mergers: that has Delta talking with United and Northwest. So far it seems to still be rumors. He also mentioned how much easier it is to go through the Driver License renewal procedure at Thousand Oaks, CA DMV than in the West San Fernando Valley.

He then turned the podium over to Doug Bielanski who gave more information about the Delta Airline Merger talks. Doug then gave some information about the non-qualified retirement funds that the PBGC is not paying. Some of us at the luncheon retired before the non-qualified pensions went in to effect, but some retirees who were affected had to pay certain Medicare taxes & fees. He showed examples of letters showing that some received refunds, but others were denied, and those who got the refunds were told they would have to return it. It's a great big can of worms, with the retirees coming out on the short end.

As a closing personal comment many of you may not have heard, for I have not heard nor seen it on the news, radio or TV, that on December 13, 2007, President Bush signed into law that FAR Part 121 pilots can now fly to age 65. Many of us, like myself, would have liked to have flown to 65, so the law for me came into effect 18 years too late.

Our next luncheon at *Mimi's* will be March 20th. Till then, *Doug & Marcene Rankin*

<p><b>United Airlines Historical Foundation</b></p>
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<p>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</p>
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## NE FLORIDA GROUP

On December 4th the NE Florida group met at the *Spruce Creek Airport Country Club* for our by-monthly lunch. A good time was had by all the following:

Barry Bickle, Ed Stegmann, George Norwood, Lil & Steve Moddle, Ken & Lucille Poh, Wilma & Dick Russell, Honey Lou & Nelson Funkhouser, Bud Gammill, Larry & Janet Horton, Lowell Johnston, Frank & Nancy Thomas, Ray Vandenheuvel, Nelda Ewald, Phil & Marlyn Harman, Missing were Jacki Tinsley who had taken a fall and Karen Gammill who was out practicing with her singing group.

Next meeting Feb. 21st, 2008.

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## NORTH COAST FLYERS AKA CLEVELAND CRAZIES

The Crazies met for our Christmas luncheon on the 20<sup>th</sup> of the month and as usual it was at *TJ's* in Wooster, Ohio. We were greeted by lovely Christmas decorations and a festive table reserved for us.

Attending were Bob Olsen, Dick Orr, Ken Wheeler, Joe and Vickie Getz, Ed and Judi Rooney, Ed Griffith, Bill Dilzell, Mike Taylor, Phil and Linda Jach, George and Jane Bleyle, Dick and Mary Lou Sanders, Jim and Monica Burrill, and Richard McMakin. In addition we were joined by our ever faithful Cleveland medico, Dr. Charlie Hoyt. As it was Christmas, a number of spouses were there and it made a very pleasant change from the normal plane talk, pension talk luncheon. In spite of the problems many of us have seen, we did decide that meeting as we do and maintaining the cohesiveness of the group is a very important part of our lives. We are very proud to be a Cleveland Crazy, but then we don't want to brag do we. Happy New Year One and All, especially our snow birds who don't have the intestinal fortitude to hang out during the winter. We miss you.

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## ONO NENE RUPA LUNCH

Dear Ono Nene, We enjoyed the last lunch of the year this Wednesday the 28th at the *Mid Pac Country Club*. An unusually rainy day greeted us with and almost empty parking lot. The usual subjects were discussed with relish, and again we marveled at how interesting medical matters are now that we are older. In attendance were Diane & Larry Becker, Ray Brice, Don Clements, Dave Crooks, Liz & Carl Hankwitz, Corky & Jim Sorensen, and EK Whiting along with his son-in-law Jeff Staton (an Omni Airline manager). Next up will be the last Wednesday of January.

Mele Kalikimaka, Hau'oli Makahiki Hou, Ho'omaluhia, and Aloha, *Jim*

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## PHOENIX ROADRUNNERS

There were not enough members who could participate in the October luncheon so no luncheon was held. There was a problem with *McCormick Ranch* where we had reserved space for the October luncheon so we had to pay a cancellation fee of \$219. In November we decided to host the luncheon at the *Horny Toad Restaurant* in Cave Creek. Despite the short notice we had 16 members and 2 guests for lunch. When asked about the December luncheon the majority voted to have a luncheon in December. We will be meeting at the *Horny Toad Restaurant* in Cave Creek at 1100 on December 11, 2007 for drinks and fellowship. Please call the Bourgeois' at 480-948-1612 for reservations. We have decided to do an "order what you want" luncheon where each guest pays their own tab. Members who attended the November luncheon were: Frenchy and Millie Bourgeois and their guests LeeAnn Blunt and Ron Paulson, Mike Carlin, Russ Cottle and Dorothy Sneddon, Hank and Jean Kyser, Cory and June Liston, Pat McDonald, Jerry and Marybeth Smith, John Schmitt, Roy and Lois Scroggs and Charlie Schwob.

Wishing you all a Happy Holiday. *Millie & Frenchy*

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## HYDROCHLORIC ACID---GOD'S NATURAL ANTISEPTIC

Pharmaceuticals persuade the public to buy antacids for what their advertising calls "over-acid stomach."

There has never been an over-acid stomach with natural acid. All the "heartburn" and "acid indigestion" symptoms are created because of low stomach acid which causes incomplete digestion. Incomplete digestion causes fermentation and organic acids of fermentation. This produces gas and reflux.

The body only makes one acid which is hydrochloric acid with pepsin. Other acids that produce symptoms of acid reflux come from the fermentation process which is entirely different from natural stomach acid that originates in the stomach.

The fermentation process comes from undigested food due to a lack of—or **low** stomach acid. Antacids don't know the difference between natural stomach hydrochloric acid and organic acids of fermentation from undigested food. They attack all acids. This is why there can be only temporary relief. As long as stomach acid is low or insufficient the digestive process is incomplete and fermentation continues. We are suppressing the all-important digestive process with antacids. The only solution is to build stomach acid with Betaine Hydrochloride by supplement with each meal.

Just how important is it to have sufficient natural hydrochloric stomach acid? The answer is something no doctor will ever tell you because most don't know.

Adequate hydrochloric acid in the stomach or induced into the tissues by mouth, vein, or muscle acts chiefly in clearing out the poisonous waste acids created by insufficient digestion and fermentation. Hydrochloric stomach acid increases the elimination of carbon dioxide (CO<sub>2</sub>), decreases to normal the pH reaction, and desensitizes the tissues to disease proteins.

Natural stomach hydrochloric acid stimulates phagocytes. Its presence is essential to all glandular and cellular activity. Hydrochloric acid intravenously injected will significantly raise the oxygen content of the blood. Hydrochloric acid (HCl) stimulates all the forces of resistance.

Adequate stomach acid stops all the fermentation and putrefactive processes. Ant-acids increase the alkalinity, fermentation, and putrefaction. This sets the stage for malnutrition because of incomplete digestion and consequent failure of assimilation must occur.

### **Adequate HCl sterilizes the whole body system even to the natural purging of parasites.**

Antacids compound the destruction of natural stomach HCl making way for a septic process of the tissues and organs. Pyorrhea, symptoms of indigestion, nephritis, appendicitis, abscesses, pneumonia, etc. begin to appear. Deficiency of normal acid leads to stagnation of organs like the gall bladder and the pancreas causing diabetes and gallstones and leads the way to all forms of degenerative disease.

Normal HCl is nature's true antiseptic which is clearly demonstrated in the difference between HCl in a dog and man. Normal gastric juice is far stronger in dogs. Unlike humans, healthy dogs can eat septic meat and if its stomach is opened one half hour later, the foul, odorous meat will be found sterile. This shows the power of HCl in the process of digestion and health.

With sufficient and normal HCl, all waste acids along with fermentation disappear. It follows that all "heartburn" and gastritis are symptoms of low HCl not high acid as the pharmaceutical sales pitches claim. When antacids are taken the contents of the stomach become alkaline. This masks the symptoms of the fermentation process but at the same time the putrefactive (rot) processes are present in the stomach. Excess alkalinity promotes putrefaction and tends to diminish HCl. **HCl deficiency is a large factor in the etiology of degenerative disease.**

The crime of alkalizing the stomach runs deeper. The epidemic of cancer may be directly related. But the antacid people have a ruse called confusion of cause and effect. This is only one more example of the system, which we call benevolent totalitarianism, manipulating the people against their best interest with sales propaganda.

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Now they have a new "health" campaign to take salt out of our diet. This further diminishes the antiseptic value of the salt chlorine in the process of normal digestion.

Dr. David Brownstein says in his book ***Salt, Your Way To Health***—*"It is impossible to have an optimal functioning immune system when there is a salt-deficient state present... a low-salt diet has been associated with a greater than 400% increase in risk of myocardial infarction (heart attack) in men."*

Think how chemically close ocean salt water is to human blood. Both strive for stasis. The ocean is always clean no matter how many animals etc. die within it. This is due to its chlorine content of sodium chloride, and also to the chlorides of magnesium, calcium, and other minerals. The chlorine is invaluable to health and longevity to human and sea life.

When I go to the ocean, I always bring back two gallons of sea water. I take at least one tablespoon per day. I learned this from Dr. Royal Lee's lectures. *EL*

The Bob Livingston Letter January 2008

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

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## NEW ZED CARRIERS

For those of you who pass travel off line. The ZED discount is a service-charge structure based on the mileage between a point-to-point origin and destination.

*EL*

Plan To Be Spontaneous Tomorrow.

New ZED Agreements Signed With Four Carriers

United recently implemented new Zonal Employee Discount (ZED) agreements with four carriers -- **Aloha Airlines, Kuwait Airways, Pluna and Era Aviation**. These carriers join other airlines we have added to our ZED portfolio in 2007, including **Aer Lingus, Air Canada and US Airways**.

\* "We constantly evaluate the possibility of new partnerships and improvements to existing agreements to ensure our Employee Offline Travel Privilege Program remains competitive and brings value to employees," says Peter Hammer, managing director- Worldwide Sales. "These new agreements enhance the services available to all employees in our already robust program."

\* Aloha Airlines offers extensive service within the Hawaiian Islands and between Hawaii and the West Coast of the United States.

\* Kuwait Airways is the national airline of Kuwait and operates scheduled international services in Europe, Asia, the Middle East and North America.

\* Pluna, based in Uruguay, operates scheduled services within South America and between Uruguay and Madrid.

- Era Aviation is based in Anchorage, Alaska, and serves a network of destinations throughout the state.
- \* For more information about the new and existing agreements with other airlines, visit the Travel tab on SkyNet's home page and click "Interline Travel Privilege" and the "Individual Carrier Agreements" link. We make updates to the carrier eligibility requirements and restrictions as new agreements are reached.

\* The ZED discount is a service-charge structure based on the mileage between a point-to-point origin and destination.

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## SAN DIEGO RUPA LUNCHEON

We had a good group at the December San Diego luncheon. Bill and Ev Pauling, Brad and Rhoda Green, Pete Moyer and Ellen Walsh, Bob and Ruth Bowman, Don Trunick and Bob Harrell; the ladies added a lot to the meeting. Paul Whitby is in the hospital with a blood clot problem in his leg. Reported as doing OK.

*Bob Bowman*

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## SAN DIEGO RUPA LUNCHEON

We had a good turnout at our last luncheon. Bob Harrell, Don Trunick, Paul Whitby, Pete Moyer, Ellen Walsh, Brad and Rhoda Green, Dick and Mary Alice Devlin, Bob and Ruth Bowman, Bill and Evelyn Pauling.

We have no serious conversations as the talk was about our health which is normal for 80 year olds. No one had done any travel lately, and no one would go near AN AIRPORT. Good food and good company.

*Bob Bowman*

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## SEATTLE GOONEY BIRDS LUNCHEON

There was a small, cozy gathering of the Seattle Gooney Birds for our monthly luncheon. We all fit around one table and had a nice conversational lunch. Dean Turner told us how the name, Gooney Birds, was chosen for our group. According to Dean (retired 30 years), he and Jeff Roberts started the group and decided on the name since they couldn't fly anymore like the birds on Midway Island. Neil Johnson informed us of the passing of Wes Olney, who was Seattle based for many years. Brent Revert has come down with pneumonia again. Get well soon! Till next month, Merry Christmas and a Happy New Year. In attendance: Dave Carver, Gerry Pryde, Jack Brown, Al Teel, Neil Johnson, Tom Smith, and *Bill Brett*.

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## “AREA 51”

You've heard of the Air Force's ultra-high-security, super-secret base in Nevada, known simply as "Area 51"?

Well, late one afternoon, the Air Force folks out at Area 51 were very surprised to see a Cessna landing at their "secret" base. They immediately impounded the aircraft and hauled the pilot into an interrogation room.

The pilot's story was that he took off from Las Vegas, got lost, and spotted the base just as he was about to run out of fuel. The Air Force started a full FBI background check on the pilot and held him overnight during the investigation.

By the next day, they were finally convinced that the pilot really was lost and wasn't a spy. They gassed up his airplane, gave him a terrifying "you-did-not-see-a-base" briefing, complete with threats of spending the rest of his life in prison, told him Las Vegas was that-a-way on such-and-such a heading, and sent him on his way.

The next day, to the total disbelief of the Air Force, the same Cessna showed up again. Once again, the MPs surrounded the plane -- only this time there were two people in the plane.

The same pilot jumped out and said, "Do anything you want to me, but my wife is in the plane and you have to tell her where I was last night!"

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## SW FLORIDA RUPA LUNCHEON

As migration approached, two elderly vultures doubted they could make the trip south, so they decided to go by United Airlines. (Any similarity to retired pilots is purely coincidental). When they checked their baggage, the attendant noticed they were carrying two dead raccoons. "Do you wish to check the raccoons through as luggage?" she asked. "No, thanks" replied the vultures. "They're carrion".

Holiday cheer was prevalent at the *Olive Garden* for our monthly luncheon. The restaurant started off with a sampling of the house wines and followed with their fine fare and service.

There was discussion about the recent distribution of settlement shares of UA stock. Some members received one share, which was reduced to a fractional share due to taxes being withheld. There was speculation as to what the cost to the trust company would be to maintain a fractional share account. It was also suggested that UA shares might more than double in a merger situation. Hmmm... (This may be a funnier joke than the one opening this report). There is hope however, let's see \$2.15 per share dividend times a fractional share of .673498 equals \$1.45, hey, that's worth about a half gallon of gas. Oops I forgot, dividends are taxable, make that a third of a gallon.

HAPPY NEW YEAR!



Attending: Pictured from left. Dot Prose, Ed prose, Don Sutton (kneeling), Ellis Van Alstine, Norbert Cudnowski, Shirley Curtiss, Rip Curtiss, Jim Howard, Twila White, Don Kincaid, Marvis Long, Mamie Thompson, Neil Bretthauer (kneeling), Harry Long, Ray White, Gary Crittenden (kneeling), Gene Chapman, Jim Sutton, Buzz Osterbusch, Janice Crittenden, Ed Riehl and Ruth Riehl

Your hosts *Gary & Janice*

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## THE SOUTHWEST FLORIDA RUPA MEETING

The first meeting of the New Year started with a tribute to Rachel Woodings. Everyone remembered her as an outstanding member of our United crew. Certainly one of a kind.

The next order of business was the request by President Larry Wright concerning the recruitment of new members. SW FL will do our best to introduce new members to RUPA.

Your host then related a story about the elderly pilot who had accumulated considerable wealth through his miserly efforts. You know a closet full of little soap bars, etc. When he realized that his time on earth was

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growing short he decided he would take his wealth with him. He discussed it with his wife who immediately told him he could not take it with him. Nonetheless he persisted and insisted that she promise that when he died she would put all of their funds into his coffin with him. After much arguing she finally relented and promised to honor his wish. On the day of the funeral, just as the lid was closing, she dutifully placed a shoebox in the coffin. Her friend asks her how she could do that. The wife replied that she was a Christian, faithful wife and could not go back on her promise. Her friend inquired, what will you do? Don't worry, the wife replied, I took out all our funds and deposited them in my account and then I wrote him a check.

Next our guest speaker, Joy Hazell with the *Lee County Sea Grant* program, gave an excellent presentation about the *Sea Grant* program. This is a Federal and State program patterned after the Agricultural extension service but specializing in marine environmental issues. This is especially interesting to our members since many are boaters.

Attending: Wallis Alves, Bill Bates, Ray Brooks, Nan Cavanagh, Gene Chapman, Will & Sara Collins, Norbert Cudnowski, Rip & Shirley Curtiss, James Good, Harry & Marvis Long, Faith Osborn, Buzz Osterbusch, Ed Prose, Dot Prose, Ed & Ruth Riehl, Don Sullivan, James Sutton, Mamie Thompson, Ellis Van Alstine, Tom Willman, Guest Joy Hazell and your hosts *Gary & Janice Crittenden*.

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## THE FLORIDA GOLDCOAST GROUP

The Goldcoast group met on Thursday, December 13th. We had a great turnout and some of the Retired Flight Attendants combined their luncheon with ours. It was great to see some of our previous flying companions again! Jim Morehead was not at the meeting as he has taken a flying job in the Caribbean. Graciously volunteering to take his place helping Les Eaton run the Luncheon was Terry Lewis. Thanks Terry! Dick Bodner, the group's scribe, announced that he has been unable to contact Bob Hein and Robt. Smirnow via email to advise them of the RUPA Luncheons. If anyone has their current email address please get them to Dick so he can include them in the Luncheon notices. Traveling a long way to join us were Glen Hall, driving down from Sebastian, Burt Olson from Polk City, Jim Good and Ellis Van Alstine coming over from Naples. Good to see you guys! The flight attendants that joined us were: Wanda Huber, Lisa Chandler, June Jackson, and Beverly D'Amico. The RUPA group included Les Eaton, Jim Good, Ellis Van Alstine, Burt Olson, Terry Lewis, Ed Wheeler, Stan Blaschke, Glen Hall, Bob Langevin, Dan Kurt, Dave Peat, Ham Oldham, Warren Hepler, Paul Livingway, Kyran McGowan, Duane Harrison, Hambone Wilson, Mike Warde, Jerry Bradley and your scribe, Dick Bodner. Joe Jenkins sent his regrets as he was enroute to Norway to join his family there for the holidays. He sent his Christmas and New Year's greetings to all the old Miami pilots and flight attendants! Our next meeting will be Thursday, January 10th, 2008

*Dick Bodner*

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## SOUTHEAST FLORIDA GOLDCOAST GROUP

The Goldcoast Group met at the *Flaming Pit Restaurant* on January 10, 2008 for our first meeting of the New Year. We had a great attendance with twenty-two members present, some we hadn't seen for quite a while. Ham Oldham picked up Jim Good and Ellis van Alstine from the Pompano Airport and brought them to the meeting. They flew in from the Naples area.

We were sorry to learn of the death of Rachel Wooding the day before our meeting. Some of our members remembered flying with her when they were based in IAD.



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We were hoping that Jim Morehead might be able to make it to the meeting, but he was unable to get away from his new job in the Caribbean. Jim is flying a Britten Norman Islander around the Northern Caribbean from his base in Anguilla. From his emails it sounds like he really loves his new job.

Dick Bodner was overheard bragging about his youngest son, Mike, getting hired by Southern Air Transport. Mike had worked for GO! Airlines flying CRJ's between the islands in Hawaii for a year when he learned from a friend in SAT's management that they would be hiring B-747 co-pilots. Mike applied and was hired. He started school in Miami on January 6th and will finish in two months. Southern Air Transport was the airline that Dick was working for when he was hired by United Airlines in 1963.

Present at today's meeting were: Jerry Bradley, Ed Wheeler, Bill Garrett, Ham Oldham, Jim Good, Ellis Van Alstine, Les Eaton, Dave Peat, Terry Lewis, Stan Blasche, Dan Kurt, Ham Wilson, Paul Livingway, Chuch Smith (down for the season from New Jersey, glad to have you back with us!), Warren Heppler, Ned Rankin, Vince Consigli (drove down from Jupiter-- good to see you again!), Lyn Wordell, Art Jackson, Murray Warren, Tom Llewellyn and joining us toward the end of the meeting, Mike Warde, who had early reserve duty at the Boca Raton Airport.

Our next meeting will be on February 14th. Please try to attend!

For Les Eaton, & Terry Lewis, your scribe, *Dick Bodner*

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### ONLY THREE TIMES

An elderly couple was having dinner one evening when the husband reached across the table, took his wife's hand in his and said, "Martha, soon we will be married 50 years, and there's something I have to know. In all of these 50 years have you ever been unfaithful to me?"

Martha replied, "Well Henry, I have to be honest with you. Yes, I've been unfaithful to you three times during these 50 years, but always for a good reason."

Henry was obviously hurt by his wife's confession, but said, "I never suspected. Can you tell me what you mean by 'good reasons?'" Martha said, "The first time was shortly after we were married, and we were about to lose our little house because we couldn't pay the mortgage. Do you remember that one evening I went to see the banker and the next day he notified you that the loan would be extended?" Henry recalled the visit to the banker and said, "I can forgive you for that. You saved our home, but what about the second time?"

Martha asked, "And do you remember when you were so sick, but we didn't have the money to pay for the heart surgery you needed? Well I went to see your doctor one night and, if you recall, he did the surgery at no charge." "I recall that," said Henry. "And you did it to save my life, so I of course I can forgive you for that."

Now tell me about the third time."

"All right", Martha said. "So do you remember when you ran for president of your golf club, and you needed 73 more votes?"

<p align="center"><b>United Airlines Retired Pilots Foundation, Inc.</b></p>
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<p align="center">Send all donations for the United Pilots Foundation to: Capt. T. S. "Ted" Bochniarz, Treasurer 11165 Regency Dr., Westchester, IL 60154-5638</p>
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## THE NORTH BAY RUPA GROUP

The first Wednesday of the month, December 5th, was the date of the North Bay RUPA group's last lunch of 2007. We were very pleased to see John Candelo back with us, after his recent illness, accompanied by his lovely wife, Sharon! Buddy and Alice Decosterd, from the Islands, also dropped in to enjoy the lunch. Several attendees brought presents for the USMC reserves "Toys For Tots" program, which were delivered to a grateful drop-off point after the lunch. Thank You, folks! The usual display was up, with an old advertisement for pilots at United Airlines...circa 1965 or so, and other aviation material. Passed around was the latest pilot pay comparison between uaua and AAL, interesting! Announcement: made a point of being certain to check the correct amount will be sent for uaua insurance in January, as the rate will rise then, and that those intending to file for a overpayment of funds to the IRS, should file asap! Norm DeBack told a great story of just how/ and why he came to work for United Airlines that was enjoyed by all! It was noted that our next "first Wednesday" falls on January 2nd, and the group was polled to see if we really wanted a gathering of "survivors" of the holiday ...The "ayes" won!! So be it!! January 2nd, it will be! Attending were: Wayne Heyerly, Bob Grammer, Leon Scarbrough, Dan Bargar, Dick Hanna, Bill McGuire, John and Sharon Candelo, Al and Linda Fink, Bob Haygooni, Barney Hagen, Gardner Bride, Dick Smith, Deke Holman, Norm DeBack, Buddy and Alice Decosterd, Bill Greene, *Bob and Doris Donegan*.

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## NORTH BAY RUPA GROUP

The first Wednesday of the month/year, January 2nd, was also the date of the first 2008 luncheon of the North Bay RUPA group, held at the *Petaluma Sheraton's Tolay Room*. A good group of congenial folks gathered for a few hours of camaraderie, and the telling of some good stories...many about some "famous names in aviation"...call-ins...unable to attend, but who sent their regards to the group were announced, and Guests/First-timers were welcomed. Dick Lammerding introduced his guest, Alan Bartleson, owner of a "cherry" Cessna 182, who told of flying into Petaluma when the strip was 1700 ft by 30 ft. John Shaw was our visiting fireman, and John Loughran was our newest addition to the group. A brief rundown of the latest industry/uaua news was made, and a copy of some of the 2007 seniority list was passed around, allowing many comments on the age 65 decision and "family records". Norton 1, (Rick Saber), gave a good rundown, and invitation, into the activities of the Coast Guard, Aux Flotilla, and its many service programs and activities!

Notation was made of the passing of two SFO retired pilots, listed in the RUAEA mail,..Captain Ron Bath, and Captain John Lissol.

Attending were: Dan Barger, Jim Mansfield, Bill McGuire, Sam Anderson, Ken Corbin. Tom Grey, Sam and Mickie Orchard, Rick Saber, Galen Wagner, Larry Whyman, Dick Hanna, Dick Lammerding, Alan Bartleson, John Reed, John Shaw, Lee Anderson, Barney Hagen, Leon Scarbrough, John Loughran, Dick Smith, Ed and Peg Duffy, *Bob and Doris Donegan*.

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## TREASURE COAST (FL) RUPA LUNCHEON

Our 2nd seasonal luncheon was held at the *Mariner Sands CC* in Stuart, FL on Tuesday, Dec. 7th, 2007. We had a total of 17 Members attend and it was good to see some of our Northern friends starting to return to So. FL in preparation for our "season". Oh yes, the "Season" is defined by -- restaurants becoming more crowded and the roads more congested, BUT that's OK because it only lasts for a few months and THEY make it possible to NOT have a State income tax and to keep our Sales tax lower than most. Enuf said on that subject I'm sure.

We had some informative conversations about Zonal Employee Discount (ZED) fares and the various airlines that United has contracted with. Some of the more popular ones are: Aloha, Aer Lingus, Air Canada, and US Airways. Jim Dowd, our host at *Mariner Sands CC*, informed us that his club does not allow cell phones to be used or jeans to be worn inside of the Clubhouse. Of course, Jim respectfully requests that we comply with Mgt's. wishes.

Those in attendance were Paul Andes, Dick Baese, Jack Boisseau, Bill Cole, Vince Consigli, Jim Dowd, Del Gartner, Clay Grant, Frank Guglielmino, Don Jefferson, Skip LaRocque, Andy Lambert, Ted Osinski, John Pinter, Sid Sigwald, Dick Starita, and myself, Bob Langevin.

Our meetings are held on the 2nd Tuesday of each month (November thru May) at *Mariner Sands CC* in Stuart, FL and start at 11:30AM. For further information, please contact Jim Dowd at 772-286-6667 or his email is: FlyJim1@aol.com. Our next meeting will be on Jan. 8th, 2008 and in February, our meeting will be on Feb. 12th and in honor of Valentine's Day.....it will be COED. You are encouraged to bring your

wife or girlfriend, but NOT BOTH. ALL United guys are invited whether you live here full time, part time, or are just visiting for a short while. We'd love to have you and see you. Have a GR8 -- '08' and hope to see you soon. *Bob Langevin*

### TREASURE COAST (FL) RUPA LUNCHEON

Our 1st meeting of the New Year for the Treasure Coast RUPA Chapter was held @ The Mariner Sands Country Club in Stuart, FL on Tuesday, Jan. 8th. Our attendance was smaller than we would have liked, but I'm sure that had to do with the number of our members that travel during the Holiday Season to be with family and friends. In spite of our number (12) and the fact that we were all sitting at the same table, a good time was had by all. The GOOD news was that 12 different conversations took place, the BAD news was that they were all taking place AT THE SAME TIME! Ya know, I hate it when that happens.

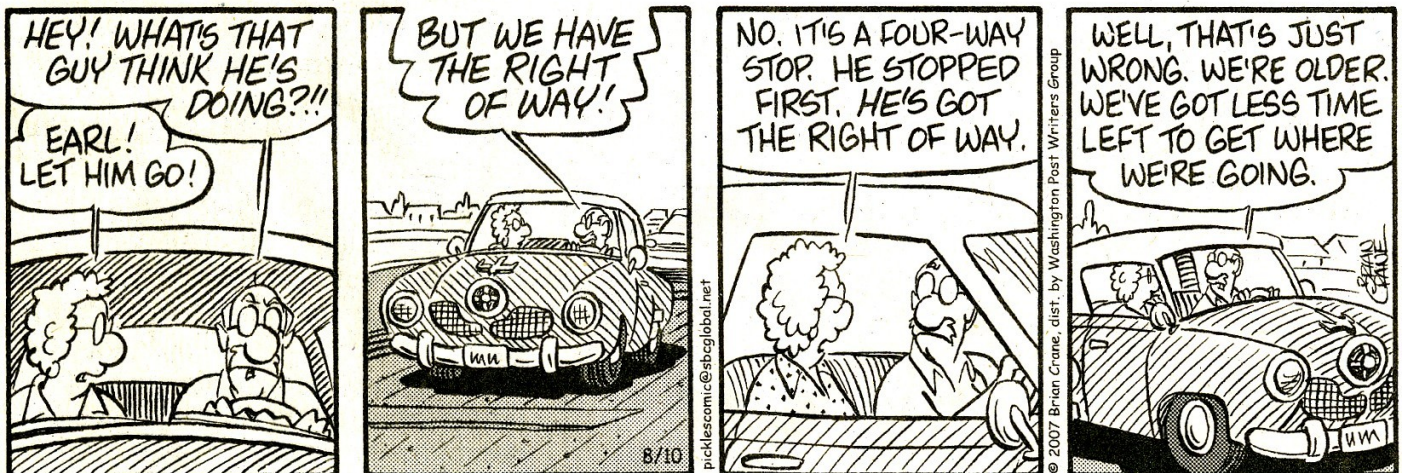
Those in attendance were: Jack Boisseau, Bill Cole, Jim Dowd, Del Gartner, Clay Grant, Skip LaRocque, Andy Lambert, Don Onofrio, Ted Osinski, John Pinter, Sid Sigwald, and myself, Bob Langevin.

Our Feb.12th meeting will be CO-ED. We do this every February in honor of St. Valentine's Day and to give our "significant others" to get to meet and know each other. This meeting is always VERY WELL attended and we're looking forward to the same this year. We would like to take this opportunity to invite all interested UAL pilots that live in (or are visiting) the Stuart area at the time of our meetings to join us. Our meetings are held on the second (2nd) Tuesday of every month @11:30AM at The Mariner Sands CC right on Federal Hwy., (US 1). For more details, you may contact Jim Dowd at: FlyJim1@aol.com or call him @ 772-286-6667. The cost of the lunch will be \$12.00 which includes a terrific buffet, tax and tip.

On behalf of our Treasure Coast RUPA Membership, we would like to wish all of you and your family a Happy, Healthy, and Prosperous New Year.

Respectfully Submitted by,  
Bob Langevin

Pickles/Brian Crane



# LETTERS

**WILLIAM E ATKINS**—Gettysburg, PA

Dear Larry and the rest of the hard workers: Thanks for all that you do to make the *RUPANEWS* possible. Even though I don't know most of the younger retirees that seem to write the most letters, I do look forward to reading it every month. There is always mention of old friends. There have been no great changes in my life except for those pesky things that arrive with the aging process. Fran and I remain busy and wonder where the time goes but we really can't account for accomplishing very much. I am still shooting clay targets, about 10,000 a year, and I still love breaking them and trying to break that 100 straight.

Enclosed are my dues for the next two years. Surely, I should make that.

Again, thank you for all your hard work. *Bill*

**VERNON EBALDESHWILER**—Cheyenne, WY

Enclosed are \$25 for my annual dues and a little extra for postage or whatever.

Still enjoying high, dry Wyoming weather. However, I should have built a windmill for this breezy part of the world! Am still working on landscaping my two and a half acre yard. Getting things to grow and keeping them growing here at 6100 feet can be a challenge, plus the fact we are in a continuing drought. It's good old fashioned work but I enjoy it since I got rid of my avocado and lemon groves in San Diego county. I have my share of aches and pains and doctor visits, but I guess the doctors have to make a living also.

Paula and I have not done much traveling due to the space available problems with full UAL aircraft, but glad to see UAL doing a lot of good business and getting back in the race.

We have a dance club here in Cheyenne so we are still enjoying ballroom dancing to good old Glenn Miller style Big Band music. Remember when dance music was real music?

Thanks again to all the *RUPANEWS* folks for doing a great job! *Vern*

**BOB BEAVIS**—Sea Girt, NJ

Greetings: Barbara and I are still in Sea Girt, NJ and spend time in Pompano Beach, Fl. Life has had many twists and turns; it seems that we all will survive even during the worst of times. Handling the financial situation due to the pension loss is required. However, handling the emotional shock caused by our working friends' decision to sell us out is more difficult. Most of us were team players and most of the working pilots seem to be solo in their thinking and actions. It reminds me of the F/O's who would suggest extra fuel for no reason except to enhance their comfort level. Well I think they gave away that extra fuel and their reserve in the contracts that sold us out. Suggest they look for their alternate work life soon. Some of us are interested in pursuing legal action in the near future. Stay tuned.

It has been five years since my last working for United flight. Amazing how time marches on. Just landed the Citation II last night in challenging northeast weather and am proud of the soft landing that appeared not as frequent as in the past. We have been most fortunate to find employment after age 60 and hope it continues for at least one more year until social security arrives for me at age 66.

We are blessed with three great adult kids and three grandchildren who are healthy and intelligent. Our two boys are based in Elizabeth City, NC with the USCG. Pete flies the C-130J and Paul flies the C-130H model. Daughter Patti has been in COS for the past 15 years and will be moving to Concord area, Ca shortly. We visit our kids frequently so if you are in those areas and want to meet up please let me know.

Barbara and I recently hosted a USMC reunion of VMF-511 (F-8 Crusader) and VMA-131 (A-4 Skyhawk) at Willow Grove NAS (now called JRB Joint Reserve Base) Pa. It was a hoot but wonder why some of those guys are starting to look their age. Best wishes for a healthy, happy and prosperous 2008. Semper Fi! *Bob Beavis*

bbeavis@optonline.net

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## “ONE MORE ROLL”

Captain Jerry Coffee, USN (ret)

[A Vietnam POW]

One night during a bombing raid on Hanoi, I peeked out of my cell and watched a flight of four F-105s during their bombing run. As they pulled up, it was obvious that lead was badly hit. Trailing smoke, he broke from the formation and I watched the damaged bird until it disappeared from sight. I presumed the worst.

As I lay there in my cell reflecting on the image, I composed a toast to the unfortunate pilot and all the others who had gone before him.

On New Year's Eve 1968, Captain Tom Storey and I were in the Stardust section of Hoa Lo (wa-low) Prison. I whispered the toast under the door to Tom. Tom was enthralled, and despite the risk of terrible punishment, insisted that I repeat it several more times until he had it committed to memory. He then promised me that when the time came, and they were again free men, he would give the toast at the first Dining-In he attended. *[For you civilians, a Dining-In is a dreary formal affair with drinks, dinner, and forced joviality and comradeship where officers get to dress up like the head waiters in "The Merry Widow"]* -- that's the American version; I've heard that the Brits, who created the damn things, have a rollicking good time.

Tom's first assignment following release in 1973 was to the U.S. Air Force Academy. During that same year the Academy hosted the Annual Conference for General Officers and Those Associated Dining-In. ... The jovial clinking of glasses accompanied all the traditional speeches and toasts.

Then it was Tom's turn. Remembering his promise so many years earlier, he proposed Jerry's "One More Roll." When he was finished there was total silence.

We toast our hearty comrades  
Who have fallen from the skies,  
And were gently caught by God's own hands  
To be with him on high,  
To dwell among the soaring clouds  
They have known so well before,  
From victory roll to tail chase  
At Heaven's very door.  
And as we fly among them there,  
We're sure to hear their plea:  
Take care, my friend,  
Watch your six,  
And do one more roll for me.

[A toast to all our comrades -- POWs, missing in action, living or dead, whatever their duty, whatever their war, whatever their uniform. Bless them all.]

Thanks *Jerry*,

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**MURIEL BERGSMA (Mrs)**—McHenry, IL

Well, here it is that time of year again to renew my annual *RUPANEWS* membership.

While vacationing and visiting friends in Green Valley, AZ this past March, we very unexpectedly and surprising, to both ourselves and friends, purchased a town home in the community. We are now "snow bird" neighbors to retired ORDFO administrative coordinator, Ray Potsic and his lovely bride and former ORDSW flight attendant, Phyllis Potsic. Somehow it's hard for us to part company! We all feel we have found a piece of heaven on earth — especially leaving the cold weather of the Midwest.

Wonderful to keep up with the latest news from pilots I once worked with at ORDFO. My best to everyone in 2008. Sincerely, *Muriel*

**JERRY BRADLEY**—Boca Raton, FL

Hi everyone, it has been a great year for me and my family. We took a cruise with my son and his wife in April and had a wonderful trip. You get to know your children better all the time. We are off for a Christmas cruise again this year. Best part of it is no decorating and no un-decorating. Both of our sons and their wives and grandchildren will join us after we return from the cruise and celebrate my 70th on New Years Eve. Time flies and we are indeed having fun.

I wanted to pass on a great trip we took in June. We spent three weeks in China. It was nothing short of fascinating. The cities are modern and beautiful, the people are warm and friendly, food is incredible, gained about ten pounds, and the hotels were probably the best I have ever stayed in. All four or five star and near new. We started out in Beijing and wound up in Shanghai. We flew five times within China on the cleanest and best run airlines I have ever experienced. Had a 600 mile cruise on the Yangtze from the Three Gorges dam to the old Chung King. The price was hard to believe. From FLL back to FLL including three meals a day, hotels, cruise, shows and all attractions was about \$6000.00 for both of us. Have no idea how they do it. The company is in SFO and their web site is [chinafocustravel.com](http://chinafocustravel.com).

We also spent two weeks in British Columbia and Alberta in September. We took a wide circle from Vancouver back to Vancouver. It was about the most beautiful place I have ever been. Throwing in the friendliness of the Canadian people it was a wonderful voyage. Bring money though, Canada does not come cheap.

I hope this finds everyone happy and healthy.

*Jerry*

**TOM AND KATIE BRANCH**—Denver, CO

Ted - First, thanks to all of the guys who keep us up to date by handling all the details of getting this publication into our hands. We appreciate your efforts and enjoy finding out how advanced life is treating you all.

Another year of relatively good health and travel mostly to see grand-kids. We're still Teaching kids to ski – our 50<sup>th</sup> year with the Eskimo Ski Club – and getting in the occasional round of golf and playing tennis on a regular basis which, along with yard work and taking part in several church activities seems to keep us out of mischief.

S/A travel is getting a bit tedious and less desirable, but so far that's not kept us away from it, and we'll have some sort of a "big" trip every other year or so.

God's blessings to all for the Holidays and New Year, and check coming by snail mail.

*Tom and Katie Branch*

**RICHARD BROMWICH**—Middletown, NJ

Hi All,

Eleven years later and wouldn't go back to work for UAL if they begged me. Only regrets after all this time, was not using up my 700hrs of sick leave before the last flight. Occasionally I think back of all the stupid things the union did at UAL. The best had to be giving Dickie Ferris a seniority number and second best the Strike & ESOP. It was doomed from the start. I was lucky and cashed out but many didn't make a dime and if retiring at 60 during bankruptcy really got screwed. Here's hoping they merge with Continental and get some good

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management that knows how to run an airline and treats their employees decently. Just think how many hit men we could have hired to eliminate bad management with the money that was wasted.

Enough B.S.

Fortunately all in good health here, still ride my BMW bike up at the lake in the summer time but not with the same amount of enjoyment since my wife won't ride anymore since a buddy lost his left arm at the shoulder and left leg at the hip due to a truck coming over the middle of the road in a bend. Thanks to all the folders and stuffers. Does anyone know how Doug Nicholzen (SFO-retired) is doing?

(fly.up@verizon.net) Regards, *Dick*

**BOB BURNETT**—Arvada, CO

Ted: Check is on the way as I type. Uneventful year for us, thank you very much. I continue to fly for NetJets and still enjoy it. Lots of time off to do other things. Spent 2 weeks in Italy including a 7 day Adriatic Sea cruise. Nan has published her first book [www.calminthefaceofthestorm.com](http://www.calminthefaceofthestorm.com). Regards to all, *Bob* a4bullet@aol.com

**BOB BURNS**—Fairfield, CT

Greetings to all! This message is directed to the retired pilots' wives who have been trying to get that big lug off the couch (like me!) and out into the world!

Still here in Connecticut—my Frau retired in July from her position as a School Counselor / School Psychologist in a Fairfield, CT Middle School. Our son and his family drove down from their home in Cape Cod & joined us for a retirement dinner. He then presented us with what he called a “tuition payback” all paid/all inclusive travel package. We started on a flight on Sept 12<sup>th</sup> from JFK to FCO (Rome, Italy) full fare on Alitalia. After our Rome stay (still a great city to visit)-- we embarked on a ten day Mediterranean Cruise on the Celebrity Line to Messina & Taormina, Italy; the Greek Island of Mykonos (great place—over 500 hundred tiny churches & winding little alley ways and streets along with restaurants right on the harbor), then to Kusadasi, Turkey with a side trip to the ruins of Ephesus (supposedly the world's oldest city ) where my smart wife had arranged via

the internet (Nur & Ekol Travel Turkey [nur@ekoltravel.com](mailto:nur@ekoltravel.com)) for a private car & driver plus a state certified tour guide which worked out just great & was no more expensive than the Cruise Line's tour bus with 30 or 40 people aboard. After touring Ephesus our guide asked us if we would like to visit a mosque located in a small village nearby. Frankly we were a little hesitant considering the Middle East situation, but we agreed to go. At the mosque we were welcomed in and treated extremely well. BTW, Kusadasi, is on the west coast of Turkey in Asia Minor and about half way down the coast line and is a surprisingly very nice waterfront city with many hotels and restaurants along its waterfront promenade and it is not that far from Syria & Iraq etc. From Kusadasi we sailed to the Greek Island of Santorini which is built on lava rock on the top of an extinct volcano. Located on Santorini is the beautiful village of Oia – truly spectacular. From Santorini to the Greek Island of Rhodes—another jewel & then to Athens, Greece which has really changed since our last visit in the seventies—except, of course, the Acropolis. We then sailed from Athens to Naples, Italy where we took the really beautiful, spectacular Amalfi Drive after which we visited the ruins of Pompeii. From Naples we sailed back to Rome & then home on Alitalia which treated us like royalty on both flights after I mentioned that I was a retired United pilot. They are all worried about the fate of Alitalia and their jobs, but even with that worry they couldn't have been more gracious. Alitalia was really a first class act, right from the boarding at the new Terminal One at JFK to their nice, modern terminal in Rome. It was nice to get away from all the sad happenings at our once proud airline; but equally nice to be back and to be able to visit our children and grandchildren who live on both coasts.

And then there is this from “The Boyd Aviation Group Inc.”:

**“United.** In an innovative move, United senior management lavished a quarter-billion dollars on shareholders. United's executives seem to have determined that, yessir, there's nothing like happy hedge funds and stock speculators to get an airline through a traffic downturn. The fact United's employees have lost their pensions, taken pay cuts, and had their lives turned topsy to save United, apparently isn't a consideration in the front offices.

Or, maybe that's what the carrier's B-school advisors are telling them.”

Of course the “shareholders” include themselves: The following from the United MEC Transition Update: (these numbers will undoubtedly fluctuate).

“Of the 116,035,322[i] outstanding shares, the following Executive Officers of UAL own this many shares[ii] and will receive this much in dividend rewards:”

Glenn Tilton	381,076 shares	\$819,313.40
Jake Brace	152,379 shares	\$327,614.85
John Tague	152,379 shares	\$327,614.85
Paul Lovejoy	80,638 shares	\$173,371.70
Rosemary Moore	69,115 shares	\$148,597.25
Sara Fields	66,450 shares	\$142,867.50
Graham Atkinson	55,567 shares	\$119,469.05
Jane Allen	41,870 shares	\$90,020.50
Pete McDonald	22,000 shares	\$47,300.00

Corporate greed has reared its ugly face once again! No shame, no guilt –just unadulterated greed taken on the backs of the employees and retirees who have sacrificed so much and in so many ways to keep United afloat! How dare they show their faces to the employees.

How would you like to have one of these, less than honorable types as your “wingman”? Don’t answer that—and please watch your language!

Best to all in 2008!

Check in the mail.

*Bob Burns*, (JFKFO-Ret.)

Email 66thFIS@sbcglobal.net

**JACQUELYN CLARK**—Greenwood Village, CO

4 December, 2007

Many thanks to all the RUPA members, The President, Sec/treasurer, Board of Directors –the News Editor and All volunteers. You are all givers – we need more folks like you in the good ole USA. I’m privileged to Contribute J.P.’s pension fund to Soldiers Angels, Wounded Warriors etc., Injured Semper Fi Fund. J.P. retired in 1990!

*Jacquelyn*

**ROBERT L. CROWELL**—Aurora, CO

Dear Ruperians: Oops, I let the month of November slip by again. It was mostly a very pleasant month here in the Denver area. And the fish were too tempting, although we have to drive 350-400 miles per fishing trip. Those trips were enjoyable, too.

People have been talking about too many houses in foreclosure, and too many houses on the market. However, I believe there will be many buyers looking for "that house that was a good buy in 2007" by 2009 or earlier. They will be higher priced. *Bob*

I appreciate the work of our *RUPANEWS* Editor. It was great to see a picture of the 7X7's but looking back on it, I flew 4 Douglas models, but only one Boeing! However, when someone asks me which was my favorite, I have to qualify all of them. Thanks and keep up the good work. *Bob*

**JAMES T. DAVIS**—Cupertino, CA

Dear Ted,

I just finished reading October’s and November’s issues of the *RUPANEWS* and particularly enjoyed the “Reflections of an Aviator.” I hope it was a compilation of many aviators’ sensations. If not, the author really got around. The thing that strikes me about all these memories is how seldom we fully appreciate them at the time they were being experienced. Even as relatively unsettled today’s times are for the current air crews, with the future being still unknown, these will be the “good old days” as they look back. In the midst of the unknown, we pilots who were highly trained to see what’s wrong, never did shy away from bitching about our circumstances, so as I write this during the Thanksgiving season, it seems appropriate that I express my thankfulness for how it all worked out. I also wish to express my thanks to Ted and all who contribute to making the *RUPANEWS* possible.

A couple of last thoughts: For those who feel let down by ALPA, I recommend participation and tolerance. Coming from a military background I was one who questioned the need for a union early on in my forty years of flying the line. It was only after being furloughed out of seniority that I



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realized that only by being part of the union was my grievance going to be heard. Otherwise I was just another voice crying in the wilderness. As imperfect as ALPA is, without its presence, much of the good pay and working conditions, not to mention the safety contributions, would not have been possible. I commend those who have made our profession as lucrative, esteemed and responsible as it is.

An example of one of the many contributions ALPA has been a party to, is the HIMS program which is featured in an article contained in the November-December '07 issue of the Airline Pilots Magazine. The article is entitled "HIMS" (Human Intervention and Motivation Study: The Quiet Success Story). This was the FAA-funded substance abuse treatment program which saved the careers and/or lives of thousands of airline pilots since it was instituted in 1973. The then MEC Aeromedical Coordinator Rod Gilstrap was in the forefront of the effort to acquire this grant. Under the auspices of Dr. Kidera, Dr. Frank Schwartz of SFOMD created a model of cooperation between ALPA and the industry which returned many afflicted pilots to flight status.

Finally, my wife and I managed to get to the Seattle RUPA convention after twelve hours of standing by for a San Francisco to Seattle flight. While on the tour of Boeing Museum of Flight, Barbara took a picture of a small plaque which now adorns our front door. I'm sure that many other wives can relate to its message. I'm not sure whether you can reproduce the attached photo but what it says is this:

**"A PILOT AND A NORMAL PERSON LIVE HERE."**

Regards, *Jim*

(408) 739-3968 - Tel(408) 617-0444 - FaxE-mail:  
jimbarbarad@earthlink.net

**F.V "CORT" DE PEYSTER**—Lopez Island, WA

Greetings,

First of all a hearty thanks to all the staff and volunteers for their tireless efforts to keep this fine publication flowing. I read it cover to cover every month, cherish the stories of old friends colleagues and mourn the passing of old friends.

Below is a little missive I put out on the Internet last summer about flying possibilities post age 60 as I experienced them. If you deem it appropriate and of possible interest to your readers, please feel free pass it on. If not, no worries.

The check is in the mail (as they say) as I approach my one year mark, post UAL. Nancy and I enjoyed a short, 7 month retirement but am now flying again, for XOJET (135 operator) as a F/O on the Citation X.

Nancy is working full time with the Humane Society in Reno as their project manager. We shuttle between Reno and here on Lopez Island, WA as much as we can on days off. My son Brooks, 20, is a junior at U of W in Seattle, and my daughter Alexandra, 18 (senior in H.S.) was just accepted at U of Nebraska.

The XOJET job is a blast and somewhat similar to what some of our RUPA members have described at NetJets. I kiddingly say, it's 4 times the work for 1/4 the pay of UAL, but the benes are nice and the work environment and mission are terrific.

I see lots of old UALers in RNO at various functions, Dave Cronin, Bill Charney, Charlie Kettering, Gordy Cupples, Pat Flannigan, Jim Whitley, Bill Shepherd, Lyle U Ren, Len Boccio, Ken Miller, to name a few, who are members of QB's, Washoe County Sheriff's Air Squadron or our outlaw "RUPA group of RNO."

In closing I would like to mirror a couple of other members comments that politics should be left out of this fine publication. There is a forum for such, Boyles, the Internet etc. *RUPANEWS* should be just that, a fine publication that tells of what our fellow aviators are doing post UAL.

Regards to all, *Cort*

**JAMES J. DONLAN**—Watersmeet, MI

On time with the postage and late with the report. Most of the time Judy and I stay close to home here in the U.P. of Michigan. Winter is closing in the lake is frozen over and the ground is covered with snow, might see ground again next May. The past year was eventful--went to an Air Force reunion in May at Dover AFB, every 5 years we have a C-133

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get together--same old stories but still fun to listen to. After the reunion stopped in Chicago and our daughter--Jennifer and myself flew to China to visit with our son-Tim who lives and works in China. First stop was Beijing--spent 5 days looking at the sights--it was great having a personal guide who spoke the language. Next stop Chengdu where Tim lives--had a great tour of the Giant Panda Research Center--no problem getting on United in either direction. Back home had my annual physical, ended up having a quadruple bypass--feel like new but move like a 70 year old. Life is good--Take care. *Jim & Judy*

**PETER DULKEN**—Evergreen, CO

Greetings all;

No significant changes (that's good news) and a big thank you to those who put this fine and interesting publication together. *Peter*

**ALEX M. DUNN**—Kirkland, WA

It's been ten years since I retired! Time has gone by so fast that I haven't written for two years. During 2006 we had good trips to Australia and Italy. Our travel abroad in 2007 has been limited due to a family illness. We plan to leave about December 15th to spend the holidays with Marilyn's son and his family in the UK, where he is doing post doctoral work for the next couple of years. I continue to do a little flying and try to beat the stock market.

I was saddened to read of the passing of Jim Naze, my DC-7 BFO instructor at TK. Jim was one of the most outstanding instructors/gentleman I have ever met.

Checks in the mail.

Cheers, *Alex*

*EDITORS NOTE: This is an exception to our policy of printing only Members letters. It is due to the exceptional service he has provided to our members. This letter is published in appreciation of Bob Falco's efforts on behalf of our members regarding their Medicare Tax claims. Ed.*

**BOB FALCO**—

How to say thanks.

As some of you already know and for those who do not know, my youngest daughter was diagnosed with a rare form of Leukemia some 6 years ago. She, in my opinion, has received the best medical treatment in the world at Memorial Sloan Kettering in NY and today has achieved a cytogenetic (better than remission) response to her treatment. She is a very successful high school guidance counselor and last year received an award from the Suffolk Co Counselors Association for her dedication to her profession. Then last year my oldest daughter was diagnosed with breast cancer. She also has received the best medical treatment in the world and today is cancer free. She is a 5th grade teacher and the mother of my two grandsons. Obviously I am very proud of both of them.

For those of you who feel that the time I've spent on RETUP with regards to the Medicare claim has made a difference, then why not show your appreciation by making a contribution for whatever you can afford from your refunds to either the Leukemia Society or for Breast Cancer.

It just might make a difference!!

Thank you,

*Bob Falco*

**W.A "BILL" FIFE**—Littleton, CO

Greetings in this beautiful Season of Christmas, 2007

We're planning our usual family gathering throughout the month with friends, celebrating Bill's 88th birthday and on Christmas Eve, our 64th wedding anniversary.

It's been the "Year of the Knee". After successful surgery, Mitzi spent 6 weeks in rehab. Bill might have starved had not insurance also paid for his meals in the elegant hotel-style facility.

Knee is now great but back can't keep up.

Had a great July family reunion here in Colorado with 3 generations of Mitzi's Mercer family. Nieces and nephews, coming from sea to shining sea; the D.C. area, Illinois, Arizona, and even Alaska.

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Then onto Corning, Iowa in Sept. for their all school reunion; seeing friends from Bill's class of '36 and Mitzi's class of '37. Also enjoyed the excitement of Bill's cousin's granddaughter, Suzie Fife, winning the title of Adam's County Junior Rodeo Queen. Remarkable horsemanship and poise.

Took a couple of Colorado multi-day jaunts in the mountains with Claire, Cherie and the two five pound Pomeranians; as much gear as two kids and just as fun. Claire's miniature horse took numerous ribbons at the Mini Horse Show and a foal is due in spring, rounding out our very own Dog and Pony Show.

Grand kids still perfect. Oldest, second year in state, studying Media and Web Design, second, first year at the University of Pennsylvania, thinking politics, and the "Baby" following in her sister's footsteps as high school cheer leader. Their motto: "athletes lift weights, cheer leaders lift athletes". Everyone thankfully, is in good health.

**GEORGE J. FURCH**—Canon City, CO

*George's son, Bill, sent in a 2 year subscription with a note containing the following information. George joined UA in 1937 and retired in 1974. He was in Flt Ops - OPBWX, in many locations including DEN, OAK, SFO, ORD and SLC. George is "still going strong at 93, would enjoy hearing from any of his friends." George is in a nursing home. His address is in the new Directory you received last month. ....Sec/Tr*

**BOB AND JUDY GILLETTE**—Stone Lake, WI

I THINK I've missed at least one of these letters, and maybe two. The time flies way too fast these days, and having a Summer Birthday doesn't help, because I don't have time to sit down and write, during the summer!

For all of you that were worried about us during our period of silence, thanks for your concern. (?)

We are both doing great, living the good life in Northern Wisconsin. (Our closest town/ village, is the one Population 134, mentioned by Joe Stans, a couple of months back. The place with a PUB with Guinness on tap, and Wireless INTERNET!) We still have a Maule and Antique Luscombe in the hangar on our private strip.

We've been getting out to the L.A. area, to visit, every spring when it's too muddy around here. Then at least once a summer we take the Maule out West to the Back Country in Montana, Idaho, or Oregon. We live so far from the nearest UAL served city (MSP), that, on many trips, we can go places just as fast with a light plane as we can on UAL, and have more fun and less hassle.

Since we are too late this year to wish you all a Happy 4th of July (July is my birth month), we will wish you a Happy New Year instead.

*Bob and Judy* LAX (mostly)

**WILLIAM E. GREENE**—Santa Rosa, CA

Well, another year has past, now I've been retired for nine years. Happy to say that my health remains well and I manage to find plenty to do.

I keep myself occupied with my restoration project on a DC-6 cockpit, the first aircraft I was assigned to by UAL, here at the Pacific Coast Air Museum in Santa Rosa. I am also being trained to take over air operations for our annual air show in Aug. Then there are all the other odd jobs that need to be done by the few members who are active at the museum. In Dec., I attended the International Council of Air Shows convention where we signed up several top performers for our show as well as attending seminars on how to put on an air show.

As usual I am looking forward to another summer of navigating for my brother in open road rallies. The first rally is in April in lovely Fort Stockton, Texas. Nothing like legally being able to go 162 MPH on a public highway, closed to traffic of course! After that rally we may drop down in speed class and co-drive for the rest of the season which means I will get to drive half the rally in his Porsche GT3.

Just to make sure I have something to do, I donate blood platelets every two weeks. Amazing what I will do for a free glass of juice and a cookie.

Can't say that I have done any traveling to exotic places like a lot of you have, but circumstances prevent it.

Speaking of travel, I flew on Virgin America from SFO to LAS to SFO. I was very impressed with the entire operation and would recommend them if

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you purchase tickets and avoid UAL as I do. The people seem happy, new A-320 aircraft, on time, no lost luggage, airplanes were not full and reasonable fares. I got an introductory fare of \$44 each way.

Enough of my ramblings. Hope 2008 is a good year for all.

*Bill*

**ED GRIFFITH**—Macedonia, OH

Although I lost the love of my life in Feb., life goes on. I had a nice auto trip with my son Bob right after the funeral. He was going to spend a week with me, over my protests, when I looked at him and said it's snowing, again. You live in Woodstock, GA, outside of Atlanta, why don't you cash in your return Air Tran ticket and we'll drive down and play some golf! Which we did! Best thing I could have done. We visited my widowed sister-in-law, then my sister who's in a nursing home after being paralyzed on her right side by a stroke - she was 90 at the time. Got to Bob's and played golf and then flew to AZ where I stayed with Jerry Smith and his wife Marybeth, while Bob and wife, Denise visited cousins in Gilbert. Played golf with Jerry and friends and won \$10, no thanks to Smith who kept saying 'Griff, we need this putt' it's a wonder I still love him!! But, we did win! That trip helped get over the awful feeling of loss, which still is there - but not as bad. This past October I took a 'pilgrimage' to Medjugorje with a church group from Medina, OH. I had the most wonderful experience in my life. We visited a poor little town in Bosnia called Uzdol. The people hadn't seen anyone from 'outside' since the aggressors killed 43 people during the Bosnian war. They treated us like royalty and we had a fun time. We also went to Rome and saw the Pope, took a day trip to Assisi and then came home. I wanted to return as soon as I got back!! Can't explain it but I feel at peace. Sorry to be so long winded! Oh, one more note to make all you who knew me feel older -- my son Tom is retiring as a full Col. from the USAF in June, after 30 years! doesn't seem possible. Have a great year everyone, thanks to all of you who make this newsletter possible. *Ed* PIT, EWR, ORD

**MARIE J GRONQUIST**—Carlsbad, CA

Dear Bruce: My husband was Capt. Glenn V. Gronquist. His birthdate was December 26, 1918. He flew his last trip on Christmas Day, December 25, 1978, HNL-LAX.

All the info in last year's directory is correct. I enjoy the monthly letter and scan each article to find the names of people I knew. Not many Left. I'm going to be 90 years old on December 8, 2007 --not surprising that I don't recognize many.

Congratulations on your election as Sec.Treas.

Hope you enjoy it. *Marie*

*(Bruce's comments deleted!!)*

**QUENTIN T. HANSOM**—Tourqueville, UT

Still building our house. Doing lots of volunteer work and riding the ATV's. Our grandson just graduated from Special Ed., so now we can travel some. We've had Paul since birth: he's now 22 and a remarkable young man. Keeps us young. We love southern Utah and the beautiful mountains. We are both in good health- mentally and physically. *Quentin*

**THOMAS A. HELMS**—Lake Villa, IL

October 30, 2007

Hi RUPA Fans!

As I write this on October 30th, I can't help remembering that this was my first day as a United pilot in 1989. That started a short but enjoyable 11 year and 4 month career. Highlights were one year as Captain and the honor of serving as Secretary/Treasurer of ALPA ORD Council 12 for 2 years. It truly was a pleasure flying with you and being your representative on the MEC. Thanks for your kind treatment.

The RUPA membership should be very thankful and feel lucky that the RUPA group is so cohesive! Over at the "Wings of Man" EAL group we have the Silver Falcons, a group that honored the 1989 strike and REPA, a few members of which openly encouraged many pilots to cross the line and go back to work. These hard feelings will probably never die!

The *RUPANEWS* is great to read thoroughly but I would like to hear more of your United flying

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experiences. I'm sure there are plenty of very interesting UAL stories out there about icing, crosswind landings, hydroplaning and turbulence to fill a couple of books. Its time for confession! Maybe next year I will tell some of my bonehead decisions of 47 years or great flights if you guys start. Two of mine were flying 757 copilot for Dave Courage and Hart Langer. Remember, they can't fire you now so let's hear about your memories.

Best wishes, *Tom* ORD-SFO-ORD,  
25223 Sunset Lane  
Lake Villa, IL 60046-9732

**BOB HUSKEY**—Hendersonville, NC

Hi Guys,

This is a milestone because I'm getting my letter and postage in early. I will be in rehab for a knee replacement when it comes due, so doing it early. This is the second one, so naturally the last one. I hope this one does as well as the first one.

It sounds and looks like nothing good is happening in our airline business and I am sad to see it. It appears all the good times are gone.

It's good to be retired. All the best to you all.

*Bob*

**PHIL AND LINDA JACH**—Hudson, OH

Hi,

My check for \$25.00 to cover the 2008 dues is in the mail this morning. I will turn 66 at the end of December which probably sounds young to many of the members but it is beginning to sound old to me.

Aside from our annual summer trip to Northport, Michigan our travels this year have been mostly to visit our grandkids. The newest granddaughter arrived in May and is truly a delight to be with! At this time we have four granddaughters and one grandson ranging from seven years old to seven months old.

Marginal golf, home remodeling, volunteering, and limited travel keep us both busy. We are still enjoying good health and we are thankful for that.

Regards, *Phil and Linda*

**PHIL JENKINS**—Alamo, CA

DEN, MDW, ORD, LAX, SFO, 54-89

It's been quite a few years since I wrote a short note about our retirement. I have been blessed with very good health, but my wife, Barbara has fought the good battle off and on with cancer for seventeen years. Cancer markers pop up, indicating a problem and the process starts again and she handles it. Right now she is in her fifth session of treatments. She is what you would call a survivor. Lots of changes have occurred over the years with cancer treatments, seems to get better as the years pass.

I still fly my Glasair 11 RG, which first flew in 1994. I was also involved in building a Glasair 1 RG, but that airplane went to my airplane partners grandson, after my partner passed away in 2000. I have flown my Glasair to Oshkosh several times. It is a good traveling airplane. Nowadays, I use it to fly out to lunch with other experimental aircraft owners. I have lost my interest in long distance flying. I have also participated in flying young eagles for the EAA organization.

In eighteen years of retirement, we were occupied with the cruise trips that we took, flying the little airplane, chasing the little white ball, being involved with building a small cabin up at Lake Almanor, and doing all of my own yard work seems to have kept us completely busy all of these years. In my spare time, I worked on a '31 Model A, a '36 cabriolet, and then a '55 T-Bird. Three cars are too much, so sold the Model A several years ago. Now my '36 gets driven on Sunday morning, and the T-Bird gets driven on all of my around town trips. I feel that if one doesn't drive the old cars, then they will begin falling apart; then if they have to be sold, they will need a lot of work first.

I have enjoyed my retirement, almost as much as I did the flying for United. I see that the 60 year retirement rule has been changed, so finally those that want to work past 60 can do so. Good times for those that want to work past 60. However, I was ready to retire by the old rule of 60.

Wishing everyone a happy 2008

*Phil*

Check in the mail



## United Airlines Historical Foundation

"Preserving the Past, Inspiring the Future"

### PACIFIC AIR TRANSPORT (Cont.)



There was a demand for larger planes carrying more passengers and more mail. PAT acquired a five-passenger Fokker Universal (right and on business card). On a passenger-less flight, in fog, north of San Francisco the pilot parachuted-out leaving the Fokker to run out of gas. The pilot-less plane nearly make a perfect landing, unfortunately it hit a mound of dirt in the field and cart-wheeled into a total loss.

In the three winter months of 1927/28, three planes were lost due to pilots jumping. After the loss of so many planes Vern Gorst, Chief Pilot Grover Tyler and W. A. 'Pat' Patterson met with William Boeing. They wanted to rebuild the PAT fleet with the \$25,000 Boeing Model 40C planes (above left), but Boeing refused to sell the planes on credit. Patterson then suggested that Boeing buy PAT, paying \$200 per share for all the PAT stock. Boeing agreed to this and also to Gorst's stipulation that all of PAT's personnel be retained. Gorst was made a Boeing vice president and put on the Boeing Air Transport (BAT) Board of Directors.

Gorst was paid \$94,000 for his controlling interest in PAT. He promptly bought a new Boeing B1-D Flying Boat, planning to start an airline to Alaska and hoping to receive an airmail contract. Gorst did launch the farthest-north airline, but lost his bid for the airmail contract. He then started a flying service for sportsmen and later, giving up flying, he began a business operating Motor Stages in Oregon.

As word of Boeing's buyout spread PAT's nearly worthless, \$100 par-value, shares skyrocketed to as much as \$666 per share. Shortly after the PAT sale, Boeing president Philip G. Johnson phoned Patterson at the San Francisco Wells Fargo Bank regarding a Boeing Air Transport license to fly inside Mexico. After investigating, Patterson recommended against the venture. Johnson then offered Patterson a job as his assistant in Seattle. January 22, 1929, at age 29, William A. "Pat" Patterson was officially in the "aviation-game". One of his first assignments was to track-down owners of 4,500 nonvoting shares of Pacific Air Transport.

*By Marvin Berryman from the DENTK UAHF library's books "Vern C. Gorst - Pioneer and Granddad of United Airlines" - Copyright Wilbur H. Gorst, 1979 and "Pat Patterson" by Frank J. Taylor, 1967*

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) and Marv's Webshots United albums at: <http://community.webshots.com/user/dawson30>

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**DAVID P. JONES**—Nokomis, FL

Bruce,

This annual letter marks my 80th birth month and 20th retirement anniversary.

The big news is that we relocated to North Carolina after living in Florida for 29 years. As most everyone knows, moving at our age is not fun! We moved in here on May 1 and we are pretty much settled in. We have a large part of our large family who live 30 miles away via country roads. Some days we see as many tractors as we do cars when we go there. The motivation for the move was our strong ties with the family of our daughter Linda, grandson Matthew, granddaughter Jessica, her children who are great granddaughter Lacey, and great grandson Mason. The stress and trials of moving is erased by the frequent visits to and from the family.

We bought a nice 8 year old home in Trent Woods which is adjacent to New Bern. New Bern is a city of about 45,000 and is an old historic town which dates back to the Revolutionary war and the Civil war.

Last August we spent a week on the beaches of Topsail Island, NC. Five of our six kids made it for the reunion and we had a blast!

Wishing everyone a Merry Christmas and a Happy New Year. *Dave & Betty*

**TIM JOSLIN, SR.**—Redondo, WA

Ted, Cheril and I are fine. Well enough said about ourselves. I acquired two additional grandchildren in the last 6 months. Here is a letter from one of them.

"My first holiday...By Nolan A. Joslin". Season`s Greetings! Let me begin this letter by stating the obvious. I am clearly a genius. Despite the fact that mommy and daddy think all I do is eat, sleep, and poop, I have been secretly learning how to type and use a computer with my perfect little hands.

Over the last year, quite a bit has happened. Right around this time last year I was in the race of my life with millions of other tadpoles. Luckily, I won the big race. About 6 weeks later mommy had a strange feeling and she discovered I was growing inside her.

At that time daddy was still a resident doctor in Family Medicine at OHSU in Portland. After a particularly long day at work, mommy told daddy the good news. I would be coming around Sept.25th! Daddy should have known something was up because, when he came home, mommy had made spaghetti and meatballs. Soon after they found out I was coming, mommy and daddy decided that their 500 sq.ft. condo would not be large enough for three. After looking for a while, they found a house in Northeast Portland that was perfect! Luckily for mommy and daddy, the sellers were desperate, and they got a bargain. We moved into the new place in March.

Before I came, mommy and daddy took their last vacation, ever! They went to Kauai! In June, daddy somehow tricked people at his residency program and they let him graduate and, in an even trickier move, they let him stay on at OHSU as the Chief Resident of Family Medicine. This job means daddy works twice as hard and gets paid half as much. He is really smart.

Mommy has been working at Kaiser Permanente in plastic surgery. In case any of you have ever seen the show "Nip n Tuck", it is nothing like that. Her department runs like a well oiled machine.

On Sept.29th around 4am something strange started to happen. The walls of my cocoon started squeezing me every couple of minutes. Apparently, at the same time, mommy started experiencing pain like she had never felt before. About 12 hours later somebody pulled the cork on my pool and all the water came out.

For the next 3 hours there was a lot more squeezing. Then I saw the door I had to go through and I said,"NO WAY", that is not big enough! I guess they really wanted me because, pretty soon, some guy put a vacuum on my head and pulled me right out. How rude!

I am really good at pooping and eating and I am still working on sleeping. Mommy`s family is doing well. Grandma Susan lives in Atlanta and is hoarding water in her pool in preparation for the big drought. Uncle Brendan and Aunt Katy, along with my two cousins, are living in China, making shoes for Nike, and learning all sorts of stuff about Communism.

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Grandpa Tim and Cheril live in Redondo, WA and he is working on getting on the Senior PGA Tour, or at least placing in the Men's Club tournament. Aunt Melissa had a baby girl, Finley Bella, on Aug.3rd. Aunt Jaala just graduated from Monterey Institute for International Studies with a Masters in teaching English as a Second Language and will soon have to actually find a job. I hope this letter finds you and your family well. Hugs and Kisses, Nolan, Aubrey and Tim...

Nice Letter! We have just about recovered from this year's flood which occurred on Dec. 2nd. Looking forward to 2008!!

*Best wishes, Tim Jostlin Sr. 1965-2001.*

**DONALD R. KRULL**—Boulder, CO

Greetings: No computer, so hang with me. Check is enclosed plus some extras. (Thnx, Sec/T) I've had a fair year. Shoulder surgery (torn rotator cuff) and knee scope in August. I should have taken up ballet instead of football! All seem fine now. I guess my son is right, I AM lucky. I promise to be on time next year. Keep up the good work, Thanks, *Don*

**STEVE LAURANCE**—Redmond, OR

Bruce:

Time for my annual letter. Very little has happened here in Central Oregon in the last year. I attended 4 funerals but none of them were mine. I guess that makes for a good year.

I want to recommend a book to the membership. It's called "Pilots of the Line" by Sky Masterson. His website is <http://www.skymasterson.com/>. I have known the author many years & I think all would enjoy the book.

I am saddened to hear stories of our members going back to work after retirement. I feel fortunate that I only (?) took a 49% pay cut. Social security helps with that. Luckily, the "Tracy Aces" weren't hurt.

I thank all who keep the *RUPANEWS* going. That's about my only contact with UAL anymore.

*Steve Laurance*

oldualer@msn.com  
ps Check is in the mail.

**BOB LAWRENCE**—Los Altos, CA

Hi Ted,

I figured it was time to check in again. Greetings to all my good and treasured friends who might be reading this.

I retired at the end of '01 and went to work for NASA in what turned out to be a challenging but stimulating and rewarding job creating software to analyze flight data. I got to travel quite a bit and have developed a close relationship with most of the heavy hitters of the flight safety world at all the airlines and in government. Believe me, there are dedicated and talented folks everywhere you look in this industry, and it has been a real privilege to work with them.

But now the program I managed has reached the point where it exits the realm of research and has been turned over to FAA to manage, so my role is almost complete. I anticipate continuing with a couple of small subcontracts outside of NASA, but I can't tell you how much I am looking forward to having a little free time to do some of the things I read about each month in our fine newsletter. To all of you at the RUPA picnic who asked me what I didn't understand about the word 'retirement', I think I'm starting to get it. My kids are just about out of college (yes, I was a late bloomer) and Paula and I are headed over to HNL this week to see the Christmas decorations.

Pray for Peace! *Bob Lawrence*  
Unarmed and Proud

**JOAN LEONARD**—St. Charles, IL

Dear Bruce, Of course I want to continue membership in RUPA. Thank you so much for your letter informing me of the necessity of renewing this as I know the importance both Bob and I put on the Journal.

Many times I have thought that I should write you. Bob was, as you know, the very best individual in all ways: Pilot for United, husband, family man and community leader. All of us Leonards are paying tribute to Bob daily by living the best lives possible to carry on his legacy of giving 100% in all his endeavors.

Happy Holidays to you, your family, and all of RUPA. Sincerely, *Joan*



**MARK LUND**—Carson City, NV

Hello Ted-

Thanks to You and all the good folks at RUPA keeping us old timers informed-

Good Job.

2007 was a good year for me- no serious health problems-Travels in the RV- Mexico for Glasses and Dental-Some music- "old time fiddlin"- Managed to stay out of all airports in 2007- I do not use Airline Pass travel anymore- too inconvenient for me- My 2 little "Westies" keep me busy with walks and grooming.

New email address---- gowesties@live.com

Check is in the mail-

chow, *Mark*

**RICK MADSEN**—Cochrane, Alberta, Canada

Hi Ted

Finally after 6 years of retirement I have decided it's time to write this note. It seems like just yesterday that I flew my last trip. Five and a half years ago we built a new home and moved to Cochrane, Alberta, Canada. It's nice to live in a town of about 14,000 where we can avoid crowds and traffic. We're always happy to have guests so give us a call if you're heading this way. Life has been a blast but I never get a day off. My wife informs me that in order to have days off you need a real job. Each year in early October I go to Churchill, Manitoba for 6 weeks where I get to play at being a bus driver, Tundra Buggy driver, naturalist, guide, and photographer for the annual polar bear migration. The hours are long but there are only 18 of these jobs in the entire world. Being up close looking into the face of a polar bear and knowing that he wants to be hugged is tempting until you realize that you only get to hug a polar bear once.

The rest of the year is made up of 40 to 50 days of skiing, 60 some days traveling around Canada and the USA in our motor home plus throwing in a couple of cruises. Kaye is totally convinced that the only true vacation a woman ever gets is on a cruise ship. When I retired, Kaye told me that in

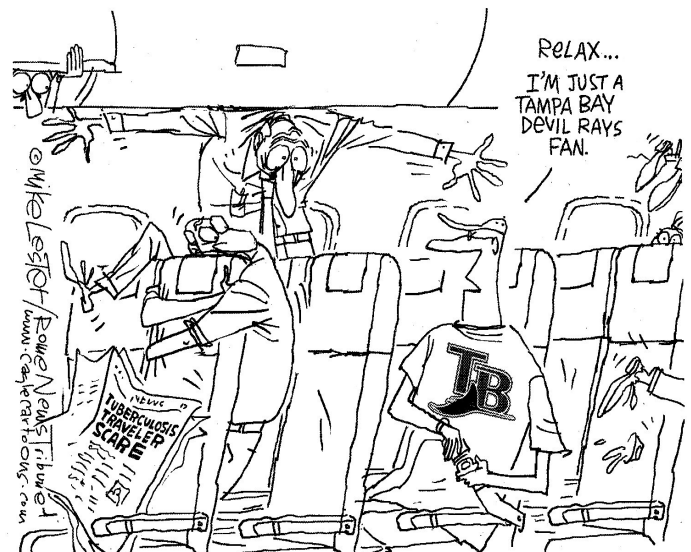
retirement it was only fair that we should divide the house cleaning. I quickly agreed that it was a good idea. Before she could explain it to me I said I'd pay the cleaning lady and she can tell her what to do. Our health is good and after almost 45 years of marriage I wonder why she still puts up with me.

I generally make it to most of the monthly RUPA luncheons in Denver. Our son Peter and his family live in Denver and he now works for Jepson building maps and approach charts. Our daughter Jennifer and her family live in Boise Idaho where she works free lance contracts as a software engineer. Tom, her husband, left Delta and now is head of maintenance for a small airline there. Thank god I am now over 65 and can't be called back to work – in today's world it would not be as great fun as we all enjoyed. As I write this letter I can't believe I ever had time to go to work.

Hope everyone is well and having as much fun in retirement as we are. We're planning to see the New Year in aboard a UAL flight to Buenos Aires (miracle of miracles - space looks good so far) on our way to board an expedition ship for an adventure cruise to Antarctica, the Falklands and South Georgia. On this trip we'll set foot on our seventh continent.

Ted, I see that you are trying to retire as editor of the *RUPANEWS*. Thank you very much for the excellent quality and information that you have provided for us. I would be remiss if I did not thank all the folders and stuffers, too.

*Rick Madsen*



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**JAMES O. MARTIN**—Goodyear, AZ

Ted,

Guess What? I'm late!!

I, along with many others, thank you for your dedicated commitment to the *RUPANEWS*.

Please have a Merry Christmas and a Happy New Year!!

*J. O. Martin*

**JACK MCCLURE**—Fort Myers, FL & Whitewater, CO

The age is 75 in a few months and I am extremely grateful for the good health Maril and I both enjoy. We oscillate between CO and FL, running away from snow and hurricanes. That is not original as many of you are doing the same thing. One thing we did last summer that is a little unusual was to buy a few Dexter cows for CO. The Dexters are a small Irish breed (1/2 the size of regular cows) and produce milk or beef. We hope to produce small quantities of natural, grass fed beef, healthy for us and our limited number of customers. We have had some very nice compliments on the taste as well. All of this will keep us legally agriculture for tax advantages since it has become important to conserve what little we have left! I'm not complaining, we don't require a lot and are quite happy.

Some of you may remember Jake, our Lab, and Kate, our mule. They are both buried at the ranch in favorite places. We miss them very much but "Better to have loved and lost than to never have loved at all". I still ride my Castle motorcycle, but only in CO where you can *feel* the terrific scenery. We also still like diving and u/w photography but don't go as often. We also like Costa Rica where my son Steve will be moving eventually. We may end up there too!

I enjoy reading the *RUPANEWS* and appreciate the crew's work to get it to us, just don't care for the obituaries. I understand that's part of the game, just haven't figured out how to change the rules.

Christmas will be upon us shortly and we *will* celebrate it! I have a little trouble with the double standard of "freedom" speakers so a big and sincere "Merry Christmas to all and a very healthy Happy New Year."

Happy Landings, *Jungle Jack*

**DICK MCKAY**—Rancho Palos Verdes, CA

Hi Guys,

I actually got the yearly remittance in the mail before my birthday... Will wonders never cease!

Well, I am actually surviving all the BS that good 'ole UAL has put us through in the last few years. I have been able to travel a bit and enjoy life. I tried out the ZED fare, and guess what, it worked beautifully. I bought the ticket at the Ontario, CA airport, and it took about 3 minutes. I guess the secret is to pick an airport that is not busy at a time when no one is around ... I lucked out. Probably would have been a lot different at LAX! In any event traveled to Munich with Bert and Barbara Jensen (Bert retired as a 727 Capt in 1976) non-stop from LAX on Lufthansa ZED fare in Business Class, and the seats were lie flat sleeper seats. Life was indeed good on that trip. By the way, for those that know him, Bert is doing well, and still skiing and traveling at 91 with his beautiful wife Barbara ... Hope I do as well! We spent time in Munich, Zurich, Grindlewald, and Kufstein ... a nice trip.

I am still fiddling a lot with Ham radio and operating a bunch of mountain top repeaters, attending monthly QB meetings at both the LGB and SNA hangers, as well as RUPA South Bay meetings, and help run an aviation oriented outfit called The Red Barons that meets monthly at the Elks Lodge in San Pedro. I also have a beautiful 1943 Staggerwing that I keep donating lots of money to (It's being restored) ... I hope to fly the darn thing someday soon! Lots to do, and not enough time to do it all!

Take care, and depending on when this is published, Hope you all have (or had) a great Holiday Season!

*Dick*

**KEVIN J. MORAN**—Santa Rosa, CA

Dear Bruce, I just retired from SFO on September 30th of this year. Enclosed, please find a check for \$25.00, which is, I believe, a year's membership fee. I just got my first edition of *RUPANEWS*, so I was unaware of how to join RUPA, until I read about it in the journal. I hope it is not too late to be included in the directory.

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My UAL career and bases are as follows: UAL 1985 – 2007, 727 S/O, 737 F/O, DC8 F/O & 727 CAP @ ORD; DC10 F/O @ LAX; 767 CAP & 777 CAP @ SFO

I retired on the 777 in SFO on Sept 30, 2007

I am presently at our address in Santa Rosa, Ca. with my wife Catherine and as of yet we have no plans to move. I am looking forward to meeting old friends and making some new ones at the various meetings and social events. Sincerely, *Kevin*

**RICHARD E NEWTON**—Kennewick, WA

Sorry I'm Late. No changes in my life. No airline travel. Enjoying small town life. Working part-time, motorcycling (not Harleys), bicycling and tennis fill up a lot of my spare time.

Best regards, *Dick*

**DENIS O'MALLEY**—La Mesa, CA

Hi Ted & all;

Ten years this month, and enjoying it every day. Had *another* clot that blocked my pulmonary arteries *again* this year, and though it wasn't as bad as last year, because I recognized the symptoms right away, it put me back in Scripps Green hospital overlooking Torrey Pines golf course in March, again. (No, I don't have a "time-share" there). Last year, we linked it to a gall bladder removal a week before; this time, no idea what caused it. For some new thinking that associates immune system deterioration with *age*, see: <http://bacteriality.com/2007/11/18/aging/>

I did another year as Moderator for RETUP: <http://groups.yahoo.com/group/retup/?yguid=226379235>

RETUP is starting it's eight year, and any retired pilot may join, no dues, and you get the latest news on topics of interest that reach you immediately, not two months after the fact. We are working to find a way to get a legal ruling that will return the pension benefits lost by so many members when the PBGC *improperly forced* the termination of our A-Plan, which was not below the minimum funding level established by that Govt. Corporation. Several widely separated, and not connected, guys are digging to make a case, and I too am putting together details and a history of the

process that I have confidence will be useful in some action. It would be helpful if anyone involved in pursuing this, or is interested, would join us, so we can coordinate, avoid unnecessary duplication, and bounce ideas off one another. Reviewing the details is not hard, but it takes time to cover everything. A lot can come of one little fact or error than hasn't been brought out. Because there is a question of timeliness, some action may be necessary soon, but I'm counting on the fact that the PBGC hasn't told us definitely what are final pensions will be yet, so that should be something we need prior to making a claim.

On its website, URPBPA provided an excellent history and links to legal briefs and judgments, and I know many of you guys followed things closely, so it would probably be fairly easy, for those of you so inclined, to give a hand reviewing and reading details we might be able to use. Because it involves Bankruptcy law, EIRSA law, Civil but, hopefully not Labor law, it is complex. (At least, I don't think there's anything involving Labor law.) But the total complication intimidates many attorneys, so we have to present a precise summary of exactly what happened, what efforts we undertook to protect our interests, and try to make it easy for them to understand. URPBPA has covered all this ground with expensive attorneys before us, but we haven't been able to find any way to get help from those guys. We don't need privileged data, just info to give us ideas and keep us from going in the wrong direction.

On RETUP, we also discuss Health issues and point out new thinking about disease that everyone in our age group should think about, so if you can offer your own ideas or are interested, we'd welcome you to our Group. Best wishes for the New Year and Good Health to all.

*Denis O'Malley*

**KENNETH PETERSON**—Hampshire, IL

It's been 14 years now since I retired. I'm still goofing around on the farm, raising a few cattle. Not very profitable, but it give me some work to do.

Thank you to all the people who make the *RUPANEWS* happen. We enjoy it very much.

*Ken and Shirley*

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**JOHN C. PEDRETTI**—Madera, CA

That time of the year again. Fourteen years and counting. Not much to report except for some RV traveling. Did celebrate 55 years of marriage last summer. All to the same lady, also. I wish that could have been my seniority date but I flunked Bible study. I also flunked liar's school. I have a clear conscience though, but big egos have no conscience. Nuff said till next year.

Checks in the mail-on time.

*John C. Pedretti* Class of 94-LAXFO

**CHARLES RANEY**—Amissville, VA  
December 20, 2007

Nothing to report this year except living through a hospital stay brought on by respiratory distress caused by this ailment, pulmonary fibrosis, which I have had now for four years and counting. It's not pleasant to require oxygen 24/7 but it works. It helps to have a great wife and a good pulmonologist. I happen to have both. Have a great New Year and a Merry Christmas!

**DOUG RANKIN**—Woodland Hills, CA

Santa Claus was supposed to deliver me, but I guess he had too many other things that night so I didn't show up until December 26, 1929. But not to make me feel too old, on Monday mornings, I attend a get together at a *Wendy's* restaurant and I am one of the younger ones who attends. A large number of those who attend are World War II Pilots, Navigators, Bombardiers, Aircraft gunners, and some are from the Korean War. The oldest is 92 and he just likes airplanes, but he saw action thru the sights of his Browning Automatic Rifle on Guadalcanal. Two are WWII aces. One had 15 kills and the other I believe had 13 and in one engagement he became an Ace in a day. They were participants in the "Gathering of Mustangs and Legends" at Columbus, Ohio Sept 27 to 30, 2007. Our gathering is called "Wings over Wendy's". We just lost our leader a few weeks ago; he wrote articles for the Aviation Journal which is published out of Centennial, CO. The Journal that arrives in our area is called Van Nuys

Aviation Journal. The ones that appear in other parts of the country have their name on the cover. His stories appeared under the title "True tales from Fred Baron" by Fred "Crash" Blechman. How he got the name "Crash" was during his time in the Navy between WWII and Korea, he crashed 5 F4U Corsairs. One of the stories he wrote was in the August 2007 issue and was about me flying him to Big Bear Lake in my 1956 Cessna 182 for lunch. The airport elevation is 6748 and with the temperature when we departed Big Bear, the density altitude was 9000 feet.

Marcene and I made only one trip on United this year. It was to Seattle in September for the RUPA Convention. We enjoyed our three tours. First was to the Boeing factory at Paine Field at Everett, WA. The tour was to the B-777 assembly hangar. I think the reason we went to the 777 hangar was in another section of the hangar we could see, at a distance, the new 787 Dream liner. The next day it was to Boeing Field to tour the Museum of Flight. The schedule was to depart the hotel at 9:00 am, However the bus company's schedule was a 1200 departure, so after we all congregated at the boarding area we were told to come back later. Even so when we arrived at the museum it was not open yet. This I think was to our benefit because we all got back on the bus and the driver gave us a 360 degree tour around the airport. After leaving the museum we got an added tour because one man got on our bus by mistake so instead of going straight back to the hotel we got a tour of down town as we took this man to his evening tour before we returned to the hotel.

Our last tour on Sunday was the Locks Tour. Before arriving at the Argosy boat the bus driver drove us around the campus of the University of Washington and told us about some of the sights. We boarded our boat at the northern end of Lake Washington next to the Kenmore Air Seaplane Base. As our boat started on our cruise some of the float planes passed over head and landed just behind us. At the lock our boat was lowered about 20 feet to Puget Sound. All in all it was a great trip.

*Doug Rankin* YIP - DCA - MSP - YIP - LAX - '53 to '90

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## AVIATION RECORD

### BREAKING THE SOUND BARRIER WITHOUT AN AIRCRAFT

Joe Kittinger is not a household aviation name like Neil Armstrong or Chuck Yeager. But what he did for the U. S. space program is comparable.

On Aug. 16, 1960, as research for the then-fledgling U. S. space program, Air Force Captain Joseph Kittinger rode a helium balloon to the edge of space, 102,800 feet above the earth, a feat in itself. Then, wearing just a thin pressure suit and breathing supplemental oxygen, he leaned over the cramped confines of his gondola and jumped--into the 110-degree-below-zero, near-vacuum of space. Within seconds his body accelerated to 714 mph in the thin air, breaking the sound barrier. After free-falling for more than four and a half minutes, slowed finally by friction from the heavier air below, he felt his parachute open at 14,000 feet, and he coasted gently down to the New Mexico desert floor.

Kittinger's feat showed scientists that astronauts could survive the harshness of space with just a pressure suit and that man could eject from aircraft at extreme altitudes and survive. Upon Kittinger's return to base, a congratulatory telegram was waiting from the Mercury Seven astronauts--including Alan Shepard and John Glenn.

More than four decades later Kittinger's two world records--the highest parachute jump, and the only man to break the sound barrier without a craft and live--still stand. We decided to visit the retired colonel and Aviation Hall of Famer, now 75, at his home in Altamonte Springs, Florida, to recall his historic jump.

**FORBES GLOBAL:** Take us back to New Mexico and Aug. 16, 1960.

**Joe Kittinger:** We got up at 2 a. m. to start filling the helium balloon at sea level, it was 35 to 40 feet wide and 200 feet high; at altitude, due to the low air pressure, it expanded to 25 stories in width, and still was 20 stories high! At 4 a.m. I began breathing pure oxygen for two hours. That's how long it takes to remove all the nitrogen from your blood so you don't get the bends going so high so fast. Then it was a lengthy dress procedure layering warm clothing under my pressure suit. They kept me in air- conditioning until it was time to launch because we were in the desert and I wasn't supposed to sweat. If I did, my clothes would freeze on the way up.

#### **How was your ascent?**

It took an hour and a half to get to altitude. It was cold. At 40,000 feet, the glove on my right hand hadn't inflated. I knew that if I radioed my doctor, he would abort the flight. If that happened, I knew I might never get another chance because there were lots of people who didn't want this test to happen. I took a calculated risk, that I might lose use of my right hand. It quickly swelled up, and I did lose use for the duration of the flight. But the rest of the pressure suit worked.

When I reached 102,800 feet, maximum altitude, I wasn't quite over the target. So I drifted for 11 minutes. The winds were out of the east.

#### **What's it look like from so high up?**

You can see about 400 miles in every direction. The formula is 1.25 x the sq. root of the altitude in thousands of feet. (The square root of 102,000 ft is 319 X 1.25 = 399 miles) The most fascinating thing is that it's just black overhead--the transition from normal blue to black is very stark. You can't see stars because there's a lot of glare from the sun, so your pupils are too small. I was struck with the beauty of it. But I was also struck by how hostile it is: more than 100 degrees below zero, no air. If my protection suit failed, I would be dead in a few seconds. Blood actually boils above 62,000 feet.

I went through my 46-step checklist, disconnected from the balloon's power supply and lost all communication with the ground. I was totally under power from the kit on my back. When everything was done, I stood up, turned around to the door, took one final look out and said a silent prayer: "Lord, take care of me now." Then I just jumped over the side.

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### **What were you thinking as you took that step?**

It's the beginning of a test. I had gone through simulations many times--more than 100. I rolled over and looked up, and there was the balloon just roaring into space. I realized that the balloon wasn't roaring into space; I was going down at a fantastic rate! At about 90,000 feet, I reached 714mph. The altimeter on my wrist was unwinding very rapidly. But there was no sense of speed.

Where you determine speed is visual--if you see something go flashing by. But nothing flashes by 20 miles up--there are no signposts there, and you are way above any clouds. When the chute opened, the rest of the jump was anticlimactic because everything had worked perfectly. I landed 12 or 13 minutes later, and there was my crew waiting. We were elated.

### **How about your right hand?**

It hurt--there was quite a bit of swelling and the blood pressure in my arm was high. But that went away in a few days, and I regained full use of my hand.

What about attempts to break your record?

We did it for air crews and astronauts--for the learning, not to set a record. They will be going up as skydivers. Somebody will beat it someday. Records are made to be busted. And I'll be elated. But I'll also be concerned that they're properly trained. If they're not, they're taking a heck of a risk.

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## **PEARL HARBOR VETS**

ON DEC 5, 2007, AT 11:50 AM, CAPTAIN LOREN BOHNETT, SFOFO, WROTE:

*Hey guys -*

*This is just a goofy story, but I thought you might appreciate reading it all the same.*

The last leg home of my last trip was out of Denver to SFO last night. We had 8 or so ex-military Pearl Harbor survivors on board enroute to Honolulu. They were traveling with the CEO of The Greatest Generation Foundation [www.tggf.us](http://www.tggf.us). They all crowded up to the cockpit to look around and meet with us. Among them was an Air Corps vet that flew B17's, 24's, and 29's in that war...he was impressed with all the electronics, but suggested he'd prefer round dials...I agreed. With low clouds and rain at SFO, we were getting stuck with at least a 1 hour delay on the ground in Denver and they were likely going to miss their connection and therefore the special tour and ceremony planned for them at Pearl. We got on the radio and contacted an ATC coordinator in Chicago through our dispatcher and the grinding wheels actually turned pretty fast. "How soon can you be ready?" was the response. With dispatchers and Federal ATC employees all working to fix the problem, we worked out a solution where 5 other United flights would add a few minutes to their delay so that our delay could be greatly reduced. We made a quick taxi out and a fast run to SFO making the connection work with time to spare. SFO operations actually cleared a gate so that we could park right next to the HNL flight; these guys didn't even have to walk very far.

The best part of the story is that one of our "Global Services" passengers (ultra-elite service as they are usually CEOs or people that influence a great deal of business for us) overheard details of the trip these men were on. They were met at SFO with First Class ticket upgrades for their leg to Honolulu paid for by this customer.

We played a really small part in this, but it was fun watching everything come together.

Best - *Loren*

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**ED RIPPER**—Southport, NC

Hi Ted and fellow retirees,

Year number seven under the belt and this retirement career hasn't gotten boring yet.

Spent seven months of this year in our fifth-wheel RV visiting many of the National parks all over the Western US. Those places sure look a lot nicer from ground level than they did from FL 310 and above. The high point of our trip was spending some time with our son in Gardnerville, NV. Sure wish that the cost of diesel would come down a bit but I'm not holding my breath on that one!

Renewal check and a little extra for the crew is in the snail mail to Bruce. Again, my thanks and gratitude for all who toil so that we may continue to receive the *RUPANEWS*.

*Ed*

**DICK AND DONNA ROGERS**—Fallbrook, CA

Time flies when you're having fun I guess, at least that seems to be the consensus from those who write to *RUPANEWS*, so I'll join the consensus, I am only 8 days late with this note and the check. Donna and I dodged the fire storm last year, when the Rice Canyon fire in North San Diego County came within a quarter of a mile, both to the north and to the south of our home in Fallbrook. Oh yes from the east the fire stopped short, about three football fields up the hill.

We traveled a lot this year it seems. First, a trip to China for a golf tournament on the island of Haikou with the International Airline Golf Alliance Group. Donna won some prizes, Dick came away with zero. Then we flew to Chongqing and boarded the Victoria Prince for an 8 day cruise down the Yangtze River to Shanghai.

Traveled through the New England States chasing the fall colors and then back to the Big Apple in December to see "The Tree", the Christmas lights, the Today Show, the Christmas Spectacular with The Rockettes and of course the Statue of Liberty and the memorable walk around Ground Zero. Did I mention the Empire State Building?

And finally we joined some of Donna's friends from Oklahoma. They said 'we have tickets on the 50, come join us for the Fiesta Bowl in Phoenix'; you all know the results of the game so enough said, never the less the crew from Oklahoma had a great time.

Have been retired since January 1, 1996 and still miss the flying. PIT DC-6, LAX DC-8, 727, DC-10, 747-400, SFO on the 737 for 33 months, with a few months at ORD; first Captain Bid on the 727 and DEN, DC-8-70.

Our best wishes to all for a happy and prosperous New Year.

*Dick and Donna Rogers*

**WILLIAM L. RUTHERFORD, JR.**—Geneseo, IL

Dear Ted,

What a treat to see the picture of Glenn Gronquist on the cover of the February 1943 United Air Lines News reproduced in the recent *RUPANEWS*.

Not too long after that picture was originally published, Glenn must have made Captain, because my Dad flew DC-3 Co-Pilot for Glenn later in that year—and I got my first picture taken sticking my head out of a UAL cockpit window at age 3. My Dad and Glenn developed a lifelong friendship for both of them and their families that persists today, though Marie Gronquist is the sole survivor of her generation.

My 1959 high school graduation gift from my parents was an instrument rating starting with 20 hours of Link time at United's MDW "training center". Doris Langher instructed me in the Link, Glenn in the airplane. Glenn and Marie housed me for the duration of my course. There have never been two more generous, thoughtful and patient people than Glenn and Marie.

Seeing the picture of Glenn reminded me of the many wonderful people I flew and worked with in my own UAL career between 1969 and 2001—and how much it hurts to see the destruction that greed and incompetence have rained on our once great airline.

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The bastards may have stolen our pensions but we're still ahead—we own our souls and we did actually get some pay for flying their wonderful toys.

Thanks to you and the crew for the great publication.

Sincerely,

*William L. Rutherford*, M.D.

**JOHN (JACK) AND MAE SCHAUF**—Ocala, FL  
'56-'85 MDW, ORD

Greetings, everyone. Ted, we appreciate all your efforts for a job well done. The *RUPANEWS* is great. I enjoy reading about the various activities of everyone.

This is my 22nd year in retirement and life is treating us well. Recently Ken's gave us a grandson and their daughter a great grandson, saw both for the first time in MSP area last month. Ken (NWA B757 Captain) keeps us posted on the rapidly changing airline industry. Glad I was able to enjoy the good old days.

Health wise we are doing fine considering our age, thank our Lord. I had a challenging heart situation in May. I'll try to keep it brief, but it may be helpful to some others. The first five minutes into a walk on a hot evening I experienced for the first time a slight chest pressure and shortness of breath, returned home and it ended in the A/C house. The next morning it happened again, so off to the Dr., test revealed minor blockages in the smallest arteries of the heart and a cardiologist recommended ECP (External Counter Pulsation) treatments which are non-invasive and safe. It involves strapping blood pressure cuffs on both calves, both thighs and one on the waist. The cuffs inflate at the relaxation of each heart beat and squeeze blood out of the legs and back to your heart providing extra blood flow that causes the tiny blood vessels to nourish the heart muscle. It feels like a vigorous massage. The treatments required for Medicare payment consist of five one hour treatments a week for 7 weeks, for a total of 35. I responded well enough to take two treatments

a day and finished in one month. After the first few sessions my energy level was greatly improved and I highly recommend ECP. The only problem is that Mae said she would have to do it so she can keep up with me. Our Blue Cross is not willing to pay their part and we are appealing their part or \$55 per treatment. I'll gladly pay it if necessary as it is very well worth the money. A person should ask the Dr. if he'd accept Medicare only. It can be checked out at the manufactures site: [www.cardiomedics.com](http://www.cardiomedics.com) and Ph: 1-888-849-0200 for locations of the treatment areas. There are at least 8 locations in FL plus Mayo in Rochester and others.

Another medical issue perhaps of interest to some, although I have no personal experience with it and no recommendation. One of my financial newsletters recommended it. It is a robotic radio-surgery system to treat tumors anywhere in the body non-invasively and with sub-millimeter accuracy. The robot keeps the treatment centered on the tumor accurately as the body moves in normal breathing and reduces the normal damage to tissue next to the tumor. It is an outpatient treatment and only one to four required, depending on the situation. Their web site is: [www accuray.com](http://www accuray.com), (ticker ARAY), click on "Patients" and locations. If I am ever diagnosed with cancer I'll surely check it out. We have about 8 locations in FL.

Sorry for the lengthy medical stuff. I thank everyone for the great job involved in publishing *RUPANEWS*.

Have a great and happy New Year. Check is in the mail.

*Jack*

**JACK B. SCHLEMER**—McMinnville, OR

I really intended to be on time for once but as always the renewal date always slips by. Nothing new this end. I've been a widower for nine years now and I still miss her much. Retired 27 years now. Don't know most of the names in the *RUPANEWS*, but still read it from end to end.

*JackO.*



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**JERRY SCHLICHTER**—North Brunswick, NJ

Late again.

I think I'm getting older but I'm not sure--never been old before. About the only good news is that I haven't had any operations this year---so far. Check's in the mail; if you don't get it, it's Bush's fault.

Merry Christmas and a Happy New Year. And for those who don't celebrate Christmas please have a Merry Christmas Day. *Jerry*

**BERNIE SCHWARTZMAN**—Winchester, VA

We started the year off with a bang, a two week vacation at the Koolina Beach Marriott Resort on Oahu, Hawaii. Son, Andy and his wife Darlene joined us for a week. We toured Pearl Harbor including the new air museum of Ford Island as well as the USS Missouri.

Fort DeRussy sure has changed, for the better I am sure, but I sure miss the old bar and the quarters where I would check in for the weekend and not have to drive back to Barber's Point through the cane fields with too many Mai Tais in me. The drive to the old Barber's Point NAS was disappointing, much of it closed and very little air traffic there, maybe the Coast Guard and a small guard unit and some civil operations.

The old AEWBARRONPAC hanger is closed, the huge ramps for the Constellations (EC121K, C121J) empty and deteriorating. But the memories still linger on.

Bonnie and I also visited a couple of times with Terry and Dayle Davies who live there.

In March we started remodeling our kitchen to make more room. When it was done we both wondered why we didn't do it years ago. I also had arthroscopic surgery on my left knee to repair a torn medial meniscus. All went well and my golf game has improved significantly. No pain now.

I have been keeping busy with Rotary and serving on two boards, The Izaak Walton League of Winchester, and the Old Courthouse Civil War Museum. Of course September is salmon fishing in

Yakutat, Alaska with E.K. Williams, Erik and a friend Dan Hileman. We did well this year, including a 14 mile drift trip on the Situk River, and then a charter boat trip in Yakutat Bay.

A week after I returned from Alaska, Bonnie and I were off to Seattle for the RUPA convention. We made many new friends of our fellow United pilots and their spouses. We did get to see the new B787 at Everett. It will be quite a machine. I would encourage you all to participate in the next convention where ever it will be.

One last thing, our new e-mail address is bschwart@sprintpcs.com.

Fly high!

*Bernie*

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

A regular exercise regimen, regular check-ups with no family or medical indications, and recent weight loss allowed me to rationalize that I could eat whatever I wanted. After a Sat. morning workout, I felt tightness in my chest, some tiredness, and muscle soreness. A heart problem occurred to me, but there was no tell-tale pain. Like any typical masculine 68 yr old, I quickly opted for denial, showered, and mounted the motorcycle for the 30 mile ride to the monthly Marine Corps League luncheon. During the luncheon, I didn't feel great, so left early and rode home.

Ann noticed I looked pale and suggested the emergency room. I said I just needed to rest and reclined on the sofa (later learned that lying down is wrong choice since it makes heart work harder...). She mustered her nursely skills, took my pulse, & persuaded me to go to the ER. A quick EKG there revealed no abnormalities and I was triaged down the list. An hour later I was feeling better and decided to go home and check with my internist on Monday. When I advised the triage nurse, she said I was next and I should just let the ER doc look at me. Onto a gurney I went and out came the stethoscopes and hypodermic needles. The doc kept asking me to describe the pain and I kept saying there wasn't any. The

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evidence kept mounting up and the blood test showed enzymes consistent with a heart attack. I steadfastly kept denying the pain and the heart attack. Finally, the frustrated doc got right in my face and advised me loudly, “Mr. Selph, you have had a heart attack!”, which made it very difficult to continue denying.

On Monday an angiogram revealed a 90% blockage in my right coronary artery and they continued with an angioplasty, inserting a stent. Wednesday I went home and began recovery. Of course, it was quite a shock to me and very scary for the family.

Later a stress test revealed how lucky I was that Ann got me to ER and the triage nurse convinced me to stay. I suffered no damage at all to the heart muscle, but, had I not been treated, I would have been a prime candidate over time for a catastrophic heart attack with major damage. I am on medication, have changed my diet, lost 12 lbs (10 more to go), and am working on stress awareness and management. I have participated aggressively, and thankfully, in a very professional cardiac rehab program and am fully cleared for sailing, skiing, and all normal activities.

In other news, our second grandchild arrived in May. Chloe is beautiful and feminine and a nice balance to the very masculine Braeden who arrived 9 months earlier. They are a true joy to both Ann and I. The only downsides are a strong reluctance by Ann to leave them for our Vail visits and my descent on Ann’s ‘Favorite’s List’. I have easily slipped to #3 and am barely holding on to that spot in competition with the little sh\*t white dog.

As usual, thanks to all who make RUPA work.

*Rich & Ann Selph* San Francisco

**FOSTER STURDEVANT**—Pinehurst, NC

It will soon be 30 years since setting down on the runway for the last time for United. Dec 14<sup>th</sup> will mark my 90<sup>th</sup> Birthday with the arrival of family from Colorado and California. Pinehurst has been a great place to watch the sunset. Keep the *RUPANEWS* coming – we enjoy it. *Foster*

**ROBERT SWAIN**—Urbana, MD

I sent my check two months ago, but have waited till now to send "the rest of the story".

After retiring from United in 2000, I went to work for the FAA where I worked until last December 31, 2006. In December 2003 my daughter and I decided to leave my wife and her mother. We moved into a nice furnished house here in Urbana, MD waiting for the divorce to take its natural course. In the meantime my daughter has graduated from high school and is now in her second year of college at West Virginia University. She had just turned 15 when we moved out. I had in the meantime, reached my necessary time and age to retire from the FAA. So, I did, almost a year ago. Now the good news: my divorce is finally final after only 4 years of limbo, purgatory, and hell. I heard Catholics don't believe in purgatory anymore, but believe me there is one. All's well that ends well: my daughter is home for Christmas and I am buying a beautiful home in College Station, Texas, where George H W Bush and I can be best friends. Yeah right. See, two positives can make a negative. My Ex-wife and I parted on almost friendly terms; it is only her shyster that would not want to be alone in a dark alley with me. I am truly looking back to being in the college community at Texas A&M although only 45 years ago I said the only thing I wanted out of A&M was me. As a letterman, I have preferred seating for all the games so when you see the Aggies beating the hell out of TU each Thanksgiving; know that I will be there yelling as loud as anyone. Anyone but a scab is welcome to visit anytime on a day's notice. The address will come later when we actually move in.

*(Not to put a damper on things, Robert, but name calling of any kind will not be tolerated from now on. I am using this example to notify the members. Letters that are deemed to violate the spirit of civility will be returned. –Ed.)*

What a great life this is! [rjayswain@gmail.com](mailto:rjayswain@gmail.com)

Incidentally, Bill Haws was the Captain on my first PC in the DC-8 (I'll never forget that) and I would be glad to pay for Elizabeth Haws subscription. Let me know and I will send another check. ***(Done! Thank you!)***

**ROBERT (BOB) TINSLEY**—Titusville, FL

I just reread my 2007 letter. Talk about a quiet year! I could just resend it with a few minor corrections or additions.

Here I am, still in the world. Health-wise, Jackie has had a tough 3 years. Her ongoing case of COPD keeps her from doing much.

I lost my eldest sister this past year, leaving the younger sister and me the remaining 2 siblings out of 5. We lost several good friends this year, a reminder of our advancing age. We accept that everybody has to die eventually, but I'm still looking for a loophole. I'm sorry that Captain Jack Evans and FA Rachel Woodings didn't find it.

Not all has been gloomy: we had Thanksgiving at home, and grand-daughter Stacey cooked a 22-pound turkey. All those brains and beauty, and a cook too! We are blessed to have such family and friends.

Our traveling lifestyle has been largely compromised. We haven't used but one pass since 9/11. We did drive to North Carolina to visit our youngest daughter and her family. They returned the visit right after Christmas. If we could have gotten the Arkansas contingent here, we would have had a complete formation (except for the "Missing Man", who died 3 years ago.)

I still sing with 2 church groups, fly the Bird Dog, and walk the golf course. But as the primary caregiver now, such activities are curtailed somewhat. I was spoiled for years, as Jackie did most of the work. Now it's pay-back time, so not everything gets done.

Keeping us on our toes is our springer, Good Time Charley, 2 years old. He knows all the commands, but still thinks they are suggestions.

Thanks to RUPA for keeping us informed. I always read the entire magazine. *Bob*

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

We had a good sailing year this past season.

Due to my macular degeneration, I'm limited and feel helpless. I enjoy reading the RUPA newsletter using my desktop video magnifier.

*Jim* DCA, EWR, JFK 51/85

## IN MEMORIAM

**WILLIAM J. BURROUGHS, JR.**

William John Burroughs Jr., 68, of Millwood, VA died Thursday, Jan. 17, 2008, in Winchester Medical Center.

Mr. Burroughs was born June 24, 1939, in San Diego, the son of William John and Genevieve Cecila Balchumas Burroughs. He began his airline career in 1967 and retired as a pilot from United Airlines with the rank of captain.

He was a 1961 graduate of the U.S. Naval Academy.

He married Marlen Erika Latussek on June 27, 1968, in Queens, NY. Mrs. Burroughs died Sept. 9, 2007.

Surviving are a daughter, Sharon Stevens of Chapel Hill, NC, a sister, Jenny Vieito of Murray, KY; and three grandchildren. A brother, Gerald Burroughs, is deceased.

A funeral will be at 6 p.m. Thursday at Enders & Shirley Funeral Home, Berryville, with Elder Michael Dean officiating.

**DONALD JACK EVANS**

Pilot and Farmer, Waterford, Virginia, Captain Donald Jack Evans passed away on Wednesday November 21st 2007 from renal cancer at the age of 71.

He was born October 17th 1936 in Barberton, Ohio, son of Jasper and Hattie Evans.

He grew up in Atwater, Ohio and graduated from Atwater High School. At a young age he had an interest in flying and joined the Air Force when he was 18 years old. He then became a pilot, served in the Air Force and the Air National Guard Reserve, Eastern



Airlines, Firestone, and United Airlines until 1996. After 32 and half years he retired as a B747-400

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Captain based out of New York, JFK, flying the Pacific Routes. He set the world speed record for flying Tokyo/New York flight in 11 hours and 11 minutes on November 20th 1994.

Jack was a member of the Lovettsville Farmers Club, Citizens for Property Rights, member of Leesburg Baptist Church, and served on the school board for Dominion Academy. He was treasurer of the Washington Area Retired United Pilots' Association.

He was known as a Christian gentleman, and very compassionate who was quick to assist those in need. He was a good pilot, wonderful farmer, caring friend, loving husband, excellent father and grandfather.

He was preceded in death by his parents, first wife Janet and is survived by his wife Jeannie Evans, his children Don, Doug and Sue, and step-children Jennifer and Valerie, eight grandchildren, two sisters Ruth, (Hal) Timberlake and Joanne Roush, several cousins, nieces and nephews.

He will be greatly missed by all of us. We love you.

There will be a Celebration of Jack's Life held at Leesburg Baptist Church on December 9, 2007 at 2:00 PM located at 835 Lee Ave, SW, Leesburg, VA 20175.

Memorials may be made to Leesburg Baptist Church.

The family wishes to say thank you for the many prayers, cards, visits, and phone calls during Jack's illness. They lifted his spirits daily.

Arrangements will be by Hall Funeral Home of Purcellville.

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

### **JACK EVANS**

My best friend, Capt. Jack Evans, flown west Nov. 21, 2007 at age 71, after a year battle with cancer.

He flew co-pilot on 727 for me, then went on to fly Captain on 747-400.

His son, Capt. Doug Evans is flying Capt. On the 737.

Jack always wanted to help others, but didn't want anyone to help him.

This world has lost a good man, and he will be missed by all.

DCAFO/ *Ray Moffett*

### **BERNICE M. HAAS**

Bernice M. Haas 92, Carmel, passed away December 26, 2007. Bernice was born on January 29, 1915 in Brillion, Wisconsin to parents Frank and Cora (Peters) Wiegert. Her brother Laurence preceded her in death.

Bernice, a registered nurse, was also one of United Airlines' first stewardesses. She was featured in Life Magazine. She married M. Lee Haas in 1942. He preceded her in death. She was a member of Northminster Presbyterian Church. Survivors include her daughter, Mary L. (Michael) Hefleng and son, Philip W. (Judy) Haas; grandchildren: Shannon Dick, Todd Hosea, Ryan Hosea, Andrew Haas, and Corinne Foltz; and six great-grandchildren.

Memorial contributions may be made to the church at 1660 E. Kessler Blvd., Indianapolis, IN 46220

### **WILLIAM "BUD" C. LUNDE**

Our family sadly announces that Capt. William "Bud" C. Lunde, UAL (ret) passed away at home on December 20th in Pleasanton, CA surrounded by his family after a brave 11- year battle with prostate cancer. Bud was born June 17, 1937 in Cooperstown, ND to Clarence and Irma Lunde. His love of aviation began as a teenager through his brother- in-law Bob Trimble. He acquired his pilot's license as a young man and began his career first as a helicopter mechanic and then flying helicopters. After receiving his commercial pilot's license he joined United Airlines in 1965, retiring in 1997 after 32 years of service with United.

Bud enjoyed music, camping and boating and had a great sense of humor. His family always came first, and he delighted in taking them on many vacations

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together. To his grandchildren he was affectionately known as Papa Bud. One highlight during his retirement years was a vacation for two weeks to beautiful Norway, the home of his ancestors. He was able to trace his family roots to Stavanger and the little town of Bryne, where his grandfather Martin Lunde's original shoemaker shop is still standing.

Bud is survived by his wife Louise of 21 years, daughter and son-in-law Suzanne and Duane Hole, son and daughter-in-law Scott and Leigh-Ann Lunde, stepsons Mark, James and Greg Hudson, grandsons Joshua and Jacob Hole, Eric Lunde, Travis and Trent Hudson, sister June Trimble, niece Pam Gamett and nephew Jerry Trimble. Bud was preceded in death by his parents and his first wife Diane.

A memorial service was held in Pleasanton, CA on December 28th with a private burial at Lone Tree Cemetery, Hayward, CA on December 31st.

Cards may be sent to his wife:

Louise Lunde  
3133 Tokay Court  
Pleasanton, CA 94566

### **RITA SMITH MORRISON (Age 91)**

Rita Smith Morrison of Alexandria, VA died on January 16, 2008. She was born March 10, 1916 in Pittsburgh, PA. She was the daughter of Edward and Madeline Duchene Smith. She was preceded in death by her husband of 61 years, Thomas E. Morrison, who was one of the original Capitol Airlines Board Members and a Flight Dispatcher who came to Washington in the 40's. Rita was the sixth of twelve children and is survived by her brother; six children; eighteen grandchildren, two-step grandchildren, eleven great-grandchildren, four step-great-grandchildren and countless nieces and nephews.

Rita, who has lived in the Washington area since 1942 was a native of Pittsburgh and a graduate of Carlow College (formerly Mt. Mercy College) in Pittsburgh. She and her husband were founding members of Blessed Sacrament Catholic Church in

Alexandria where she remained active into her eighties. Rita was the only girl in her family to receive a college degree. She taught cooking and sewing to returning Veterans at night school. She was also very athletic. She and Tom played tennis and golf in their early years but Rita really excelled at bowling in her later years as she often had the highest average in her league. She was very inspirational to her family and friends and will be missed by all.

A Mass of Christian Burial will be held at Blessed Sacrament Catholic Church, 1427 W. Braddock Rd., Alexandria on Saturday, January 19 at 12 noon. Interment will follow at Fairfax Memorial Park.

### **HUNTER CONN PERKINSON**

PERKINSON, Hunter Conn, 81, of Mineral, passed away on Wednesday, January 16, 2008 at Culpeper Regional Hospital.

He was born on February 25, 1926 in Charlotte County, Va. to the late Louis Edward Perkinson and Gladys Conn Perkinson.

Mr. Perkinson was a United States Navy Pilot and served his country during WWII. As a Lt. Commander with the Navy Reserves, he retired after 20 years. He went on to graduate with a Physics Major from the University of Richmond, later becoming a Commercial Pilot with United Airlines.

He was a member of Kirk O'Cliff Presbyterian Church and a 32nd Degree Mason, where he coordinated the Blood Drives. He also was a Shriner and would visit all of those in need at the Masonic Home of Virginia regularly. He is survived by his loving wife of 61 years, Sue Lewis Perkinson, of Mineral; his children, Norma Sue Jackson and her husband, David, Louis Edward Perkinson, and Hunter Conn Perkinson and his wife, Carol, all of Mineral. Additional survivors include his brother, John Perkinson, of Wilmington, N.C.; and his sister, Nancy Hawkins, of Orange; four grandchildren, Stephanie Gits, David Jackson II, Hunter Conn Perkinson III, and

Hayley C. Perkinson; and one great-granddaughter, Sophia Taylor Gits. In addition to his parents, he was preceded in death by his sister, Helen Perkinson.

A memorial service will be held on Saturday, January 19, 2008 at 11 a.m. at Kirk O'Cliff Presbyterian Church, with a Masonic Service to follow. Rev. Bill Cowfer will be officiating the service.

In lieu of flowers, memorial contributions may be made in Hunter Perkinson's name to the Masonic Home of Virginia, 4101 Nine Mile Rd., Richmond, Va. 23223.

An online guest book is available at [www.foundandsons.com](http://www.foundandsons.com). Found and Sons Funeral Chapel of Culpeper is handling the arrangements.

#### **A.R. "ROB" SMITH**

Just a quick note to let you know that UAL pilot A.R. Smith passed away during the month of August, 2007.

Rob (AR) Smith was hired in 1966—took a medical retirement in the fall of 1985, was based at DCA, LAX and SEA.

Sincerely,

*Charles Brennan, Capt.*

#### **JOEL BUCK STRATTON**

*DEC. 18, 1928 – APRIL 19, 2007*

Captain Joel Buck Stratton flew his final flight West on April 19<sup>th</sup>. He died of complications from COPD, diabetes, heart disease, and pneumonia.

His entire life was devoted to aviation. He had a successful accident-free career while accumulating over 35,000 hours as a commercial airline pilot and 5,500 hours as a private pilot. At the age of 16 he got his private pilot's license followed soon after with his instrument rating and then his commercial rating. He joined the Civil Air Patrol in 1944, flying search & rescue, and in 1953 was hired by Capital Airlines. He became a captain at the age of 27 and was the youngest pilot at Capital to achieve the rank of Captain. While flying for Capital he flew the Douglas DC-3, DC-4, Lockheed Constellation and Viscount 745. Capital Airlines

then merged with United Airlines and he spent the rest of his career as a Captain with United Airlines flying the Douglas DC-6, DC-7, DC-8, and Boeing 747. His last 4 years prior to retirement in 1988 were spent flying a Boeing 747 as Captain from San Francisco to Japan, China, Philippines, Taiwan, Hong Kong, Singapore and Thailand.



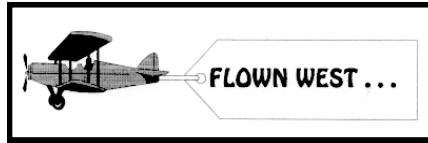
He is survived by Judy, his wife and partner of 28 years; son Charles (Julie) and grandson Will of Michigan; daughter Carrie (John) and grandchildren Emily and Jacob of Indiana. He also leaves his devoted dog Gin and cat Sam.

There is to be no funeral service per his request, but a Celebration of Life and scattering of his ashes will be held in the summer at his beloved home at Francois Lake.



*Do not look at my grave and cry,  
I am not there, I'm up in the sky,  
I've passed my final check ride,  
And now I'm free to fly.  
To places I've only dreamed of,  
While flying mortals though the sky,  
Do not grieve for me, for I'm free to fly,  
Do not grieve for me, for I did not die.*

*Chuck Turturici  
Captain, American Airlines*



JOEL BUCK STRATTON	04/19/2007
A. R. "ROB" SMITH	08/00/2007
JIM CAMERON	10/02/2007
EDWARD S. HALL	10/02/2007
WALTER F. GALL	10/13/2007
MARION D. MILLER	10/28/2007
DONALD JACK EVANS	11/21/2007
DONALD S. HART	11/27/2007
DALE A. LONG	11/29/2007
RICHARD MASON "DICK" DIXON	12/12/2007
WILLIAM C. "BUD" LUNDE	12/20/2007
JOHN L. GOWEN	01/11/2008
HUNTER C. PERKINSON	01/16/2008
WILLIAM J. BURROUGHS	01/17/2008
KENNETH C. MYERS	01/20/2008



### 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: February 20, 2008**

**Mailing: March 5, 2008**

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

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