



RUPANEWS

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PRESIDENT'S LETTER

To my great relief, a couple of administrative matters are now working themselves out. Denis O'Malley has agreed to take on the editorship of the *RUPANEWS*. This will allow Ted Larusson a much deserved retirement after his many years of dedicated service.

The other item which has been pending since Convention was our next convention site. I am very pleased to report that Denver has been selected as a potential site for the September 2009 convention. Ron Jersey and his crew are currently in the process of screening hotels in that area. Tours and other arrangements will be forthcoming as soon as we secure a site.

It is my intention as President, to visit as many of the luncheon sites as travel accommodations will allow. I was able to get to the Dana Point luncheon this month. It was a beautiful sunny day at the harbor and a real pleasure to dine under the famous blue umbrellas. They were a wonderful, friendly bunch of guys and truly support membership in RUPA. I, of course, had to give a membership spiel even though I was preaching to the choir. It is my hope they will contact the inactive members, as well as non-members, in their area and invite them to join the luncheon group and become active members of RUPA.

I've said it before, but I have to say it again, to stay strong, we need to maintain active membership.

Keep those birthday letters coming.

Larry

SEC/TR MUSINGS:

A very big and sincere "THANK YOU" to all who, year after year, send your dues, your subscription on time and keep us up-to-date on address, email and other changes.

Last month I mentioned sending out 92 "Happy Birthday" and reminder letters. I have received 32 positive replies. Thank you all who have responded, and from your notes, accepted the reminder in the spirit in which it was sent.

One of our members took note of my comments last month about the price increase of gas between 1997 and 2008. He took his local cost now at \$3.179 and calculated a 222.46% increase. He multiplied his renewal of \$25.00 by that difference and sent a check for \$55.61!! A very good man!! I plan on beating the possible dues increase by calculating the years remaining in a life expectancy calculator, adding 10% to cover the future adjustments, then I'll send a check (I'll save postage by handing to myself) to cover those years at \$25/per. You could do the same, but if you're already past your life expectancy - sorry - no rebate checks - we are not the US Treasury!!

Remember - the RUPA website is supported by your dues paying peers.



WELCOME TO RUPA!!

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

Captain Wayne J. Frazier, of Camp Wood, TX

Captain & Mrs. Peter J. Walmsley (Donna) of Carmel, CA

Captain & Mrs. Courtney E. Williams (Deborah) of Henderson, NV

Thanks for joining us!

ABOUT THE COVER:

It's 44 feet wide, 6,000 pounds heavy, and if you sat on the top wing, an African elephant would have to look *up* to look *you* in the eye. This is one big biplane, meant for heavy lifting, hauling 700 pounds or so of mail plus four passengers and a pilot. No matter how you divvy up the project, it was one massive undertaking, just the thing for a fellow who loves to tackle a difficult restoration. With 18 airplane restorations under his belt, Addison Pemberton was ready for "the big one," and this biplane certainly lives up to that billing.

After an intensive eight-year restoration, Addison and his sons, Ryan and Jay, along with his wife, Wendy, have seen the culmination of their efforts (along with those of more than threescore volunteers) when the big Boeing flew on February 17, 2007, for the first time since it crashed in the mountains near Canyonville, Oregon, in October of 1928.

February has been an eventful month for the Pembertons and their Boeing. Earlier, its first engine start was done. In an e-mail to friends and family who have been kept posted on the progress of the restoration, Addison wrote:

"[With] my son Ryan in the lofty cockpit, we engaged the inertia starter on the Boeing 40C for the first time in 80 years, ran it though six blades, and hit the mags. The 1340 Pratt lit off strong and smooth before he could even get to the booster coil on the first try! We ran the airplane for 20 minutes, which included an impressive full power run that rattled every window in town."

Waiting for calm, clear weather, Addison flew the 40C at Felts Field in Spokane, Washington, earlier this week.

Here's part of what he wrote concerning the flight:

"The test flight this weekend went perfect with my sons Jay and Ryan flying chase in our C-185 (Spot) loaded with video and camera.... I was able to fly the airplane hands-free within a few minutes of flight.... In all flight configurations I never used more than 1-1/2 degrees of trim change including slow flight at 55 mph. Cruise was dead center with the 29 percent MAC CG.... The airplane is very controllable and pleasant with excellent ground handling, good elevator, and very good rudder control and heavy but effective ailerons with a disproportionate amount of rudder needed for more than 50 percent travel. The visibility is very poor, but not difficult. The overwhelming surprise is stability! 'Like a rock.'

"A wing lowered 10 degrees will right itself in 10 seconds without pilot input. A depressed rudder will center almost instantly when released. The speeds were much higher than we imagined. I had to really work to keep the airplane less than 110 mph, which was our safety limit for ride one. I had to really pull the power back. I am sure we have a 125 mph flying machine here.

"Even with zero incidence the airplane flies tail high, even at low power settings in cruise.

"I had the feeling that I could have crawled out of the cockpit and walked around the wings for a while if I had wanted to, then return to the cockpit when it was time to land!

"Landing is a very pleasant final at 80, 70 over the fence, and hold 3 degrees nose-high and the big 36-inch diameter wheels and soft 11-inch travel oleo gear make a transport touchdown in the 50s almost imperceptible."

A few facts on the restoration from Addison:

"1) The project required my wife, Wendy, to prepare 416 hangar meals with an average of nine place settings. This required 7,400 paper plates, 104 gallons of tomato sauce, and 1,000 bread rolls.

- 2) *Two hundred twenty-one gallons of dope/reducer and 120 yards of 102 Ceconite fabric. Twelve gallons of polyurethane paint for the sheet metal.*
- 3) *The wings have 33,000 individual parts in them.*
- 4) *The airplane weighs 4,080 pounds empty and has a gross weight of 6,075 pounds. It's 34 feet long and 13 feet tall with a wingspan of 44-1/2 feet. Wing loading is 10 pounds per square foot, and power loading is 10 pounds per hp (same as our Super Cub). It should cruise at 115 mph at 28 gph and 120 mph at 32 gph. It carries 120 gallons of fuel in three tanks.*
- 5) *We used 350 2-inch brushes, six gallons of West System epoxy, and 181 rolls of paper towels.*
- 6) *There were a total of 62 volunteers who worked on the project to some degree—21 volunteers who did a significant amount of work and nine that worked continually over many years.”*

Addison closed out one of his recent e-mails with the following message:

“Thank you all for the interest in this dream, and I will enjoy flying the airplane and sharing it with all of you. Look for the Boeing 40 to come to an airport near you! We will take the airplane to Oshkosh, Blakesburg, Brodhead, and then to New York, and then to San Francisco on the original transcontinental airmail route this summer.”

For video of the events leading up to and including the Boeing's first flight in nearly 80 years, please visit this website: www.HangarBuddy.com/addisonpemberton.aspx.

For more photos of the restoration, as well as details concerning other aircraft in the Flying Pembertons' stable, visit www.PembertonAndSons.com.

We'll have more on this restoration later in the year in the pages of *Vintage Airplane*. Stay tuned!

OLE, THE ARCHEOLOGIST...

After having dug to a depth of 10 meters last year, Scottish scientists found traces of copper wire dating back 100 years and came to the conclusion that their ancestors had a telephone network more than 100 years ago.

Not to be outdone by the Scots, in the weeks that followed, British scientists dug to a depth of 20 meters, and shortly after, headlines in the UK newspapers read: “British archaeologists have found traces of 200 year old copper wire and have concluded that their ancestors already had an advanced high-tech communications network a hundred years earlier than the Scots.”

One week later, “The Nordic Klub”, a Minot, North Dakota newsletter reported the following: “After digging as deep as 30 meters in corn fields near Velva, Ole Johnson, a self taught archaeologist, reported that he found absolutely nothing. Ole has therefore concluded that 300 years ago North Dakota had already gone wireless.”

United Airlines Historical Foundation

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

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.

Following is a list of RUPA members who have signed up for the cruise:

Wally & Marjorie Amling
Hugh & Jo Berry
Rich & Georgia Bouska
Guy & Mrilyn Casey
Ken & Shirley Corbin
Joe & Barbara Collins
Bob & Muriel Clark
Jack & Angelina Davis
Jim & Nan Day
Ken Ewing & Kathleen Brendlinger
Jim & Yvonne Glendenning
Ed & Corrine Greer

Joe & June Hall
Nate & Eleanor Hall
Sunee Jines
Howie & Patricia Jundt
Marlin & Mary Kalpin
Edward & Lynda King
Jerry & Judith Labertaux
Dick & Aud Mitchell
Bill Marsh
Laurie Nicolas
James & Theresa Nist
Kent & Chris O'Brien

Pat & Marion Paterson
Sharon & Jerry Poulin
Patti Robinson & Sally Haake
Tom & S&ra Race
Richard & Lillian Smith
Barbara Thompson
Jim & Frances Trierweiler
Richard & Frances Shultz
Jim & Lula Staib
FB Steve & Shirley Stephenson
Lloyd Whitlow & Donna Koepf
Edward & Rachel Wallof

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

HOTEL INFORMATION

Arrangements have been made at the *Holiday Inn Bayside* for pre-cruise hotel rooms. Please call the hotel directly for reservations and identify your self as a RUPA member. The rates per night are \$139 plus tax and are available for up to 2 nights prior to the cruise. (If you need a longer stay, you can possibly get the same rate). Parking is free for the two nights and \$40 extra to leave your car during the cruise. An airport and AMTRAK free shuttle are also available. We will make arrangements for transportation to and from the ship.

The hotel reservation numbers are 619-224-3621 and 800-662-8899.

Will you please call or email Jerry ASAP to let him know if you are planning to stay one or two nights at the hotel. He needs an approximate number of rooms to hold for us.

Reservations should be made by August 1st.

You can call Jerry at 1-800-309-2023 pin #33 or 1-508-829-3068

His email is: gpsp@aol.com

Submitted by Rich Bouska

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

DANA POINT HARBOR

Tuesday March 18th, 2008

Beautiful day at the Dana Point Harbor. The tourists in town were herded on to the whale-watching boats to see if they could witness the annual passing of the huge Grey whales. They are passing by this time of the year headed north for the Gulf of Alaska feeding grounds. As a result easy parking was found and the deck under the blue umbrellas was ours.

On deck were; Ed Ahart, Park Ames, Carlos Bernhard, Mal Brown, Bruce Dunkle, Larry Freeman, Bob Fuhrmann, Woody Grover, Jack Healy, Rick Hoefer, Ed Judd, Bob McGowan, Jerry Meyer, Bill Rollins, Ted Simmons, Bill Stewart, Tony Testa, Joe Udovsch and Glenn Schwartz.

Woody and Mal had come up by train from San Diego (Yep seniors get a good rate on the train)

Our Guest of Honor was RUPA President, Larry Wright.

At the end of the lunch meeting, the group adjourned to a new small fire pit area (looked just like management had created for our Group)

Larry was able to give us an update on the state of RUPA and the diminishing number of Membership in RUPA and the dismal picture for the next 5 years. A List of retired UAL pilots in our area that had never joined RUPA or were just had not paid up on their dues, was given to each of us. We were asked if we knew any of these individuals to urge them to join up.

This fire-pit area proved great for picture taking of our group.

Looking through the list I did notice that several of the **attendees** at our lunch were guilty of not getting their dues paid on time...

A straw vote thought that a slight raise in the price of *RUPANEWS* would be in line.

Several of our RUPA group were able to attend Captain Earl Mackenzie Memorial Service on March 13. Of note on the program for the Earl's Memorial was this passage on the front page:

"A man travels the world over in search of what he needs and returns home to find it."

Bob McGowan has booked his house for the 'annual feast at his house'. This will be on June 3rd. More info will be coming up. This will be like last year, open to all.

Next meeting is April 15th; Tuesday comes early so mark your calendars.

Regards,

TED

Address changes, Snowbirds & Others:

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

RUPA, PO Box 275, Half Moon Bay, CA 94019-0275 — or —

E-mail: Rupa.Sectr@yahoo.com — or — phone: 800-787-2429

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

DEN GOOD OL' BOYS

Following intermittent periods of inclement weather, the weather for the March meeting of Denver Good ol' Boys was delightful and a good turnout eventuated. Happy hour was its usual rousing success and the coffee was hot and plentiful. The bell sounded at noon on the dot and this humble scribe heard no complaints on the grub, although there were slight delays as the buffet had to be replenished.

The attempts at humor seemed to go off fairly well, then during the 'Boring Business Meeting' it was related that the area around the UAL Training Center has become a hazardous zone, with one of UAL's new hire pilots having been attacked and severely injured on his way between TK and the Red Lion Hotel. Most of us remember when that was a good neighborhood.

There was some discussion about the status of the 843 tax returns many have filed for. Suffice to say all is still in flux on that account. A couple of updates were offered about industry happenings. There were no new reports of infirmities or final flights west. The meeting adjourned at a respectable hour.

Those in attendance included; Jerry Baer, Dave Murtha, Bill Hanson, Tom Hess, Dick Garbrick, Phil Spicer, Curly Baker, Bill Hoygaard, Maury Mahoney, Bill Fife, Mack Connelley, Ralph Wright, Bob Dietrich, Jim Adair, Mike Williams, Jack Davis, Hugh Moore, Fritz Meyer, A. J. Hartzler, John Thielen, Russ Ward, Dave Johnson, Cliff Lawson, David Horwitz, Charlie Lopez, Jack Wilhite, Charles Fellows, Dick Kobayashi, Hal Meyer, Jack Turner, Stanley Boehm, Ed Cutler, Gerry Zimmerman, Jim Krasno, George Maize, and the scribe, *Ted Wilkinson*

INTREPID AVIATORS LUNCHEON

As the laptop was dying I hurried to take as many of the files off of it as I could, and in doing so I found a folder of missives from the 90's when I first started with the lunch idea. It provided an opportunity to reflect on the Intrepid Aviators of Southern Oregon, how it came to be. As much as anything it was an effort to maintain the friendships from the years with United and to make new ones, to continue on a monthly basis a contact which has/had much importance to me. When I started I went through the RUPA and the ALPA lists and pulled those from our ZIP codes and the local towns. There were some 30 or so names and so invites were sent to all. Never heard from some, a few said they had no wish to come, some have moved and some have passed on. We had lunches on our ranch at the log cabin, at the beautiful river homes of Dave and Joanne Ellis and also at Carl and Carol Widrig's. Mainly we have met at the Pony Espresso, a welcoming coffee/lunch house in Jacksonville started by our own Bill Monfort. Through the years we have had times with just Marty and I, I know Steve Fusco has been there with Art Lumley but mainly it's been 4-10 attending on a pretty regular occurrence.....and it's been a delight. After all the years it indeed has been worth it as our gatherings have allowed us to take a bite, a sip, tell some usually bad jokes, maybe some gossip of UAL, but always to share the moment with each other and enjoy our mutual bond of flying and United and our friendships.

Well, forgive the reflection, but just blame it on the darn laptop dying.

But that brings us to this coming Thursday!!!!!!!!!!

This Thursday, the 20th, it's here! Lunch at the Pony! Come and enjoy. I hope to see you there noonish.

Cheers to all, *Bob* niccolls@clearwire.net

THE CLOTHES LINE

The clothes line...a dead give away. Do the kids today even know what a clothes line is?

For all of us who are older, this will bring back the memories.

THE BASIC RULES

1. You had to wash the clothes line before hanging any clothes. Walk the length of each line with a damp cloth around the line.
2. You had to hang the clothes in a certain order and always hang whites with whites and hang them first.
3. You never hung a shirt by the shoulders, always by the tail. What would the neighbors think?
4. Wash day on a Monday.....never hang clothes on the weekend or Sunday for heaven's sake!
5. Hang the sheets and towels on the outside lines so you could hide your 'unmentionables' in the middle.
6. It didn't matter if it was sub zero weather..... clothes would 'freeze dry.'
7. Always gather the clothes pins when taking down dry clothes. Pins left on the line was 'tacky'.
8. If you were efficient, you would line the clothes up so that each item did not need two clothes pins, but shared one of the clothes pins with the next washed item.
9. Clothes off of the line before dinner time, neatly folded in the clothes basket and ready to be ironed.
10. IRONED????????? Well, that's a whole other subject.

A POEM

A clothes line was a news forecast
To neighbors passing by.
There were no secrets you could keep
When clothes were hung to dry.
It also was a friendly link
For neighbors always knew
If company had stopped on by
To spend a night or two.
For then you'd see the "fancy sheets"
And towels upon the line;
You'd see the "company table cloths"
With intricate design.
The line announced a baby's birth
To folks who lived inside
As brand new infant clothes were hung
So carefully with pride.
The ages of the children could
So readily be known
By watching how the sizes changed
You'd know how much they'd grown.

It also told when illness struck,
As extra sheets were hung;
Then nightclothes, and a bathrobe, too,
Haphazardly were strung.
It said, "Gone on vacation now"
When lines hung limp and bare.
It told, "We're back!" when full lines sagged
With not an inch to spare.
New folks in town were scorned upon
If wash was dingy gray,
As neighbors carefully raised their brows,
And looked the other way..
But clotheslines now are of the past
For dryers make work less.
Now what goes on inside a home
Is anybody's guess.
I really miss that way of life.
It was a friendly sign
When neighbors knew each other best
By what hung on the line!

NORTH BAY RUPA LUNCH

Attendees at the March/2008 North Bay RUPA lunch were blessed with some magnificent Spring weather for the gathering! After some socializing in the lounge, everyone sat down for a good meal, and some serious story-telling. Guests and first-timers were introduced, and welcomed. Bill Smith introduced his guest, former treasurer Jim Olson to the group. Randy Hinz and Jerry Sickafoose, (who flew in to attend), along with Bob Lawrence were our first-timers...hope you'll become regulars!

A moment of silence for departed friends, Tom Greene and Dave Fitzgerald was held. Bob Lawrence told of attending Dave's services. News of retired Dispatcher Stan Harsch's wife passing was relayed, and an address provided for cards to be sent.

Several handouts were sent around...from Sam Anderson, an article describing the upcoming pilot shortage...from Dee Whyman, a 1985 ALPA article on the UAL strike, and an article celebrating Edie Louderbach's career. Barney Hagen submitted, (with great pictures), a report on the recently restored Boeing 40 in Spokane... Some other "olde" aviation material was also passed around, with one book displaying a UAL DC-7 landing at LAX with Number four feathered...(fuel conservation?)

The Bulletin Board had the usual old UAL ads, job opportunity... (DC-10 fire bomber pilot), and Klyde Morris' latest aviation cartoons, along with several reports on the British Airways accident at Heathrow.

The results of the recent poll of the group regarding as to whether we should continue with the same day and time for our meetings were announced. Of those that responded, the overwhelming majority voted to keep our meetings on the first Wednesday, with a 12:30 sit-down time. Those remnants of the "Itty-Bitty Pension Committee" that meets a little earlier, in the lounge, will also continue!

Norm DeBack related a story of dealing with UAL mgt as an Air Force Officer, in Honolulu, a few years ago...a fine tale, with some very familiar names involved! The very latest reports from Dan Hanley's battle to get the proper authorities involved into looking into the uaua pension debacle, were discussed, and handouts available.

Enjoying the afternoon were: Tom Grey, Ken Corbin, Jerry Sickafoose, Sam Anderson, Randy Hinz, Barney Hagen, Bob Lawrence, Bob Grammar, Galen Wagner, Bill Greene, Bill McGuire, Dan Porter, Jim Olson, Woody Lockhart, Norm DeBack, Al and Linda Fink, Deke Holman, Bill Smith, John Baczynski, Leon Scarbrough, Sam and Mickie Orchard, Gary and Diane Brauch, *Bob and Doris Donegan*.

Now that the weather is more CAVU, drop in and join us!

THE SEATTLE GOONEY BIRDS

The Seattle Gooney Birds met for lunch and conversation on Thursday, March 20 at the *SEATAC Marriott* hotel. Nineteen members were present for hanger flying and soup and sandwiches on this first day of Spring. After lunch, we heard the sad news that Bob Mitchell had "flown west" and Ray Dapp shared with us an incident that occurred when they were flying together. I talked about my recent trip to Cuba and my observations about life there after 50 years of socialism and my impressions of the island and the Cuban people; it doesn't work and they are suffering but resilient. In attendance: Ray Dapp, Dan Jessup, Tom Smith, Jim Barber, Pat Williams, Chuck Westphal, Howard Holder, Dean Turner, Dave Carver, Al Haynes, Bill Stoneman, Gerry Pryde, Fred Sindlinger, Toby Dunlap, Al Teel, Jack Brown, Neil Johnson, Dick Weisner, and *Bill Brett*.

THE LAS VEGAS HIGH ROLLERS

The Las Vegas High Rollers held our February meeting at our favorite place *Memphis Barbeque*. In attendance were: Myrwin "Andy" Anderson; George Atteberry; Bruce Barton; Ruth & Barry Dixon; Bruce Fisher and Two Guest; Susanna & Jerry Johnson; Jan & Ron Kakaldy; Mary & Gene Lamski; Kathy & Guy Manning; Lyle Miller; Bonnie & Dave Munyon; Nick Page. Once Again, we had a nice day.

Our March meeting held on 18th of the month, was attended by the Following: Dawn & Andy Anderson; Bruce Barton; Barry Dixon; Bruce Fisher and his two guest (Linda Capozzoli and Brenda Hagan); Carroll & Fred Gumpert; Jan & Ron Kakald; Mary & Gene Lamski; Lyle Miller; Marilyn & Tim Parker; and last but not least Jim Tight.

Gene Lamski was limping along pretty good after his hip surgery and Jerry Johnson was just getting his knee repaired and could not make the luncheon. For those of you in the cold northeast, we in Las Vegas invite you to any of our lunches, if you are out this way. The sky was blue and the temp in the 70's and everyone seemed to enjoy.

Myrwin "Andy" Anderson

Ted,

I enclosed our meetings notes in this email because I am having trouble sending attachments.

Andy,

Actually, we prefer email, just not all caps. Other than M/S Word, some attachments can be a pain. We're going to format it anyway. (This goes for most everything). Ted—Ed.

ONO NENE LUNCHEON

Dear Ono Nene, we successfully completed our February lunch at *Mid Pac* yesterday. The only thing that could have made it better, was for more to enjoy it. Attending were Diane & Larry Becker, Adele & Dave Crooks, Alice & Buddy DeCosterd, Janine & Duke Miller, Corky & Jim Sorensen, and Ek Whiting and guest Stu Smith. Stu is retired NWA and will be joining us permanently. Next will be March 27th somewhere in Honolulu area.

Aloha and ho'omaluhia, *Jim*

Pickles/Brian Crane



LOS ANGELES VALLEY LUNCHEON

We had 18 for our March 20th luncheon at *Mimi's* in the San Fernando Valley. They were: Don McDermott, Bob Mosher, Jack Hanson, Shirley Hanson, Herb Goodrich, Ray Engel, Russ Maddox, Jim Day, Tom McQueen, Mary McQueen, Dick Unander, John Joyce, Jack Moore, Joyann Moore, Ronald Matsuda, Mary Matsuda, Doug Rankin, Marcene Rankin.

Don McDermott opened by saying the *Wall Street Journal* said it is difficult for airlines to make a profit due to high fuel costs and the credit crisis. He noted that Northwest-Delta merger talks stopped because of the pilots not agreeing on the merger of pilots seniority lists. Also Continental entered the picture with an old issue of an obligation to Northwest. Don ended by saying that Delta and United were talking again.

There is not much more to write about for today's luncheon was more of a quiet time for old friends to enjoy a nice visit.

Our next luncheon at *Mimi's* will be May 15th. Till then, *Doug & Marcene Rankin*

SW FLORIDA RUPA MEETING

MARCH 10, 2008: Twenty-six members and two guests turned out for our March meeting. A winter storm front swept through the area the night before and dropped our temperature into the high seventies. Probably an effect of global warming. Speaking of humor, the host opened the meeting with a story of the pilot who took his wife with him to the doctor because he was not feeling his usual self. After the exam the doctor ask the wife into his office, privately to discuss her husband's condition. He said "your husband is suffering from a very sever stress disorder. If you don't follow my instructions carefully, your husband will surly die. Each morning fix him a healthy breakfast. Be pleasant at all times. For lunch make him a nutritious meal. For dinner prepare an especially nice meal for him. Don't burden him with chores. Don't discuss your problems with him; it will only make his stress worse. Do not nag him. Most importantly, make love to him regularly. If you do this for the next ten months to a year, I think your husband will regain his health completely".

On the way home, the husband asked his wife, "What did the doctor say?"

"He said you're going to die," she replied.

Retired NASA engineer Franz Hoffmann gave the members an exceptional run down on the workings of the NASA. As you can imagine, it takes a lot of planning, effort, Yankee ingenuity, research and money to launch a space vehicle.

Attending: Wallis Alves, Dick Boyer, Neil Bretthauer, Gene Chapman, Rip & Shirley Curtiss, Michel Jones, Brian Leiding, Harry & Marvis Long, Al May, Faith Osborn, Dot Prose, Ed Prose, King & Madelon Purton, Ted Sobota, James Sutton, Mamie Thompson, Ray & Twila White, Ed Griffith, Richard & Pat Sherman, guest Hansen Long and guest speaker Franz Hoffmann. Your host *Gary & Janice Crittenden*.

United Airlines Retired Pilots Foundation, Inc.

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

PHOENIX ROADRUNNERS' LUNCHEON

The highlight of our luncheon at the *Horny Toad* on March 12th was Shawn Greer, a great magician. He is our yearly entertainment in honor of Bill Dutton, courtesy of Bill's son, Billy Dutton. We all enjoyed his slight-of-hand.

There were 16 in attendance: Frenchy & Millie Bourgeois and their daughter LeeAnn, Mike Carlin, Russ Cottle & Dorothy, Ken & P.J. Killmon, Cory & June Liston, Gene Paquette, Roy Scroggs, Charlie Schwob, Bob Steeneck and his 2 friends, Bob (Woody) Morgan (UAL) and Roy Russell (Arizona Air National Guard).

Our next luncheon will be April 9th at the *Horny Toad*.

June and Cory Liston presented Millie with a beautiful fresh Hawaiian lei. Millie is in hospice but gave orders to get her to the luncheon even if we had to carry her in on a stretcher (she managed to use her walker and enjoyed the magic show).

After the magic show, Frenchy hosted dessert for everyone to celebrate his and Millie's 60th Wedding Anniversary.

Please call in reservations to Frenchy at 480-948-1612.

Frenchy & Millie

fbourgeois@qwest.net

S.E. FLORIDA GOLDCOAST RUPA GROUP

The March meeting of the S.E. Florida Goldcoast RUPA group was held on Thursday, the 13th. We had a great turnout for our next-to-last meeting of the season. Jim Morehead sent his condolences as he was unable to attend due to his schedule flying an Islander out of Anguilla. He only has two more weeks to work because under British CAA rules he will have to retire at 60 because he is working in a single-pilot environment. We'll be glad to see him at our April 10th meeting... looking forward to lots of good stories!

Jerry Bradley mentioned that he will be bringing an out-of-state mystery guest to the next meeting. He wouldn't say who, but just mentioned it was someone we had worked with in MIA.

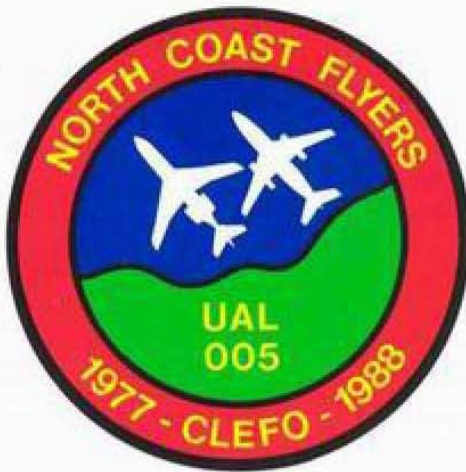
Several of the guys made quite a driving effort to join us. Coming from Stuart was Glen Hall. Burt Olson drove down from Central Florida. Jim Good drove over from Naples and Bob Beavis is in town from NJ for a couple of weeks. We were happy they all could join us!

Present at today's meeting were: Les Eaton (back from his cruise), Terry Lewis, Dave Peat, Jim Good, Glen Hall, Ham Wilson, Stan Blaschke, Ned Rankin, Chuck Smith (down from NJ for the season), Lyn Wordell, Paul Livingway, Bob Beavis, Burt Olson, Warren Hepler, Peter Gallant, Jerry Bradley, Ham Oldham, Joe Jenkins, Jimmy Carter, Duane Harrison, Dan Kurt and your scribe,

Dick Bodner for Terry Lewis and Les Eaton.



Once Again..... on June 7th, 2008
RUPA & The Cleveland Crazie's
Mid – Summer's Do!



Directions

From I-77 or I-71 go west on I-480 and then...
From I-80 to I-71 North to I-480 West and then...

On I-480 to Great Northern Exits, Take Exit 6A
South on Rte 252 (Columbia Road) to the German
Cultural Center (approximately 2 miles) on Right.
Parking will be there, and transportation may *not* be
provided to and from the party site (about two
blocks). However drop offs are available.

At Richard and Carol McMakin's Home

24926 Nobottom Road

Olmsted Township, OH 44138

RSVP to Carol or Richard - Phone: 440/ 235-7595 E-Mail: rmcmakin@apk.net

We will start at approximately 4:00 pm. We will finish when we are finished!!!

WE ASK THAT YOU BRING A DISH TO SHARE AND ANY CONDIMENTS, WHICH MIGHT BE
APPROPRIATE. ALTHOUGH AN **EMERGENCY** SUPPLY OF BASICS WILL BE AVAILABLE,
PLEASE BRING YOUR OWN BEVERAGE SELECTION.

LETTERS

GENE ARMSTRONG—Vaughn, WA

Birthday number 72 coming up this week,
UNBELIEVEABLE!!!!!!

Anyway, into my 70's has not been the best of my years. At 70, I was diagnosed with prostate cancer. Went with the proton therapy treatment at Loma Linda and loved it. Surely recommend to anyone diagnosed with prostate cancer to investigate this treatment choice. At 71, was diagnosed with the early signs of Parkinson's Disease. What's next coming into 72?

However, life is still good and it surely beats the alternative. Just living one day at a time and thankful for what we have; the same wife of 44 years and some wonderful grandchildren to spoil.

Thanks to all who put out the news letter. Check's in the mail.

Gene

LEROY R. BAIR—Gurnee, Illinois

I am really late this year but I have an excuse – my typist was in the hospital. I've always told Eva that I married her to be my secretary and that has really proven out this year. She had her second knee replacement on Nov. 7, 2007 (first one done 7 years ago and went like clockwork). This one was too until at 5 weeks the therapist got the knee to bend and cracked the scab. Something started coming out – she had no signs of trouble (no fever, pain, or redness). Doctor found that she had an infection at the main suture he used to close the incision before gluing it and had us using peroxide for 4 days. That wasn't doing it so on 12/14 the doctor had to reopen and clean out the infection – strep B virus. She came home with a pick line in her arm and I became Florence Nightingale. But on 12/22 she was readmitted to the hospital with severe dehydration and a C-def infection. She came out on 12/28 but was still in bed for another month. We are now enjoying Jim Naze/Randy's corner of paradise (Maui). It's a great place to regain strength and recharge yourself for life.

We did some traveling last year – March found us again here in Maui; May I went fishing to Eagle Lake, Canada with my oldest son and friends; September we did another river cruise in Europe (this time on Vantage's River Navigator from Amsterdam to Basel, Switzerland); and October we took a road trip to Charleston, SC for a reunion of Class 65-C from Moody AFB (Bob Schneider, another RUPA member, was a student; I was an instructor) and visited many friends in both directions.

The check is in the mail. Thanks for all the work that goes into putting the newsletter together. It's a great source of information – lots of different kinds. As we tell new volunteers in Boy Scouts, it only takes one hour a week. Really THANKS!!

Lee

BILL & LILLIAN BAY—Danville, CA

Bill will be 88 on the 21st of February. He is in a nursing home and doing very well. We have moved back to California to be near our children.Bill reads the *RUPANEWS* faithfully and continues to enjoy it...although not many names are familiar now!! Thanks for your hard work, *Lillian & Bill*

BOB & JULIE BEANBLOSSOM—Medford, OR

Between the winter in Arizona or Mexico and the summer in Colorado, we spent 7 months in the RV this year. We are currently back in Medford and looking forward to another summer in Colorado and then traveling to the East Coast and on to Florida for the winter.

We both started social security this month. Who would have thought it was going to an integral part of our retirement? I suspect only Glen.

But as a close friend said recently as he continues his battle with "C", if you only have money to worry about in retirement, you really don't have too many worries.

Stay healthy out there!

Beans and Julie



United Airlines Historical Foundation

"Preserving the Past, Inspiring the Future"

NATIONAL AIR TRANSPORT (cont.)



In 1927, NAT bought 5-passenger Travel Air Model 5000s (above, left) and carried 1560 passengers between Chicago & KC in 1928. (MB Note: passengers were carried inside, not on wings)

Early in 1929, NAT acquired seven 625 h.p. Curtiss Falcons for the Chicago - Dallas night-service mail flights, these replaced the smaller Carrier Pigeons. D. A. Askew (above, right) flew the final Carrier Pigeon flight. He had flown this same plane on the inaugural CAM 3 flight May 12, 1926.

In early 1930, NAT quit flying passengers, focusing on the more profitable mail flights. NAT passenger flights didn't resume until Oct. 1, 1930 following the Stout - NAT merger at Boeing Air Transport.



"Midnight - the Mail Flies West!" - "Mechanics at Hadley Field, NJ are grooming one of the huge nocturnal birds for a flight west with the midnight mail."... Wearing khaki overalls, with a red arrow piercing the letters N.A.T. on the backs, a dozen mechanics were checking over the planes in the hangar." One man spends all his time washing the ships. Another does nothing but test and care for the radio equipment. Others are expert motor doctors, and still others are riggers who check over and trim the ships. At the Chicago field of the N.A.T., there is a 'propeller man' in charge of adjusting all 'props', and at Cleveland a 'parachute man' examines and repacks every 'chute once a month."

"When a plane arrives at Hadley Field, while the mail is being unloaded, the fuel tanks are filled from a red pump before the main hangar. 158 gallons pour into the big tanks of the Boeings and from 128 to 131 gallons into those of the Douglas planes." ...

"After the ship is run into the hangar, it is gone over from propeller to tail. The batteries are taken out and tested. The 18 gallon radiators that cool the Liberty engines are examined and filled. ...

"All told the N.A.T. has approximately fifty planes in operation."

By Marvin Berryman "Midnight" photos and article excerpts are from "Popular Science Monthly" article by George Lee Dowd, Jr. June 1930, Denver Public Library - NAT logo coveralls, UAHF collection DENTK. Please mail tax-deductible contributions and donations of United Memorabilia & Artifacts to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. Web-sites at: www.uahf.org and Marv's "United" photo albums at: <http://community.webshots.com/user/dawson30>

RICHARD J. BELLACK—San Antonio, TX

Once again, a big thank you for all those who make the *RUPANEWS* possible. Check was in the mail in a timely manner as it is programmed into the computer, but, the letter requires work on my part and is why it is late. I had it scheduled for the first of February but this is the first opportunity to get it done.

The good news is that health is excellent with the exception of a trip to the Dattoli Center for prostate cancer. Gloria thought it was great as we got a chance to spend 6 weeks in Sarasota which we both enjoyed. I had IMRT (radiation) and seed implant and had no adverse reactions and my PSA is way down at this point. Very professional clinic and all they do is prostate and have the latest and best for equipment. Any questions feel free to e-mail me.

Having completed the above the year was spent with a couple of trips to England as Gloria's mother had to go into a home and to sell the condo that we shared with her. Got that done and not any too soon as their market is following the US. Returning we headed down to Zihuatanejo where we spend the winter. I return every couple weeks as I have become involved in a business in Florida which has requires my presence.

I have been doing some flying in the Cirrus which works well in Mexico. A 42 minute flight to Acapulco is 4+30 in the car. Down and back in the same day. We also took the plane from San Antonio to Pine Hurst to visit ex-UAL & TWA friends, up to Quebec City, over to a friend's cabin north of Toronto, Mackinac Island, Northern Wisconsin, Green Bay (class reunion in Neenah) and back to San Antonio. We also spent time at our place in San Diego. Now I know why I am running late with this letter.

All the best to everyone, *Dick*
rbellack@hotmail.com

MARTIN BERG—Saratoga, CA

We stood by and got on the 4th flight SFO-ORD and came home after standing by on the 4th flight. They looked good on the computer but the "better half" says no more stand-by. This is tough to take for a thrifty pilot.

Marty

April, 2008 *RUPANEWS*

JIM BIESTEK—Evergreen, CO

Being a little bit behind the power curve, I'm just now catching up with some important (but unread) mail, not the least of which is some back issues of *RUPANEWS*. The Editors Corner of the December issue hinted at a brouhaha in the November issue. What luck, I still had that issue.

With glee, I dug out that literary masterpiece. I must say, that was a real "dust up". Actually, from my perspective, I can't find anything wrong with publishing all that was printed. Having said that, my hat's off to the editor for his gentlemanly handling of the whole affair.

Not much new here in the Biestek household. We're still motorhoming it when we can (actually thinking about going full time for a year or so).

The distaff side is working on the recovery from a vertebra fracture, and the prognosis is good. We're actually having some thoughts about getting out of the winter cold and snow, now that global cooling has taken hold- hence the "full timing" thoughts. Of course, the fact that we are burning through what remains of the B Fund at a pretty good clip, thanks to UAL, ALPA, and PBGC, might have something to do with it.

I'd like to put in a plug for the Retired United Pilots Forum on Yahoo, popularly known as RETUP. I have found it to be a valuable source of information. The quality of the information is every bit as good as that found in this newsletter, and it is updated almost hourly. Besides that, it's free. You can't get a better airline discount than that. If you haven't seen it, give it a try. If you need help getting on, email Denis O'Malley (dj.omalley@cox.net). He knows everything.

No point in saying "The check's in the mail", since you've already cashed it. Don't spend it all in one place.

Jim

jbiestek@evcohs.com

GEORGE AND SHANNON BRINKMAN—
Cold Water, MI

Hi Ted and All: I'll try this year---to be more politically correct. Last year I sent some comments from a speech Rep. Sam Johnson (Rep) made on the floor of the house. Since he was a 29 year air

force pilot, and served in both the Korean and Vietnam wars, I thought it would be of interest to our pilot group. Since you deleted it, I guess I was wrong.

Had I quoted Rep. John Murtha (Dem) it probably would have gone to press.

I understood that you did not want any political comments and forgot the whole thing. Then in your August issue, Capt. Anderson made a comment about the SOB in the white house. In closing he said if the SOB comment was offensive, you may delete it. It was interesting to me that his comment was o.k. but mine was not. A few issues ago Capt. Bill Lawrence wrote an excellent article about this same topic. I'll stop whining now.

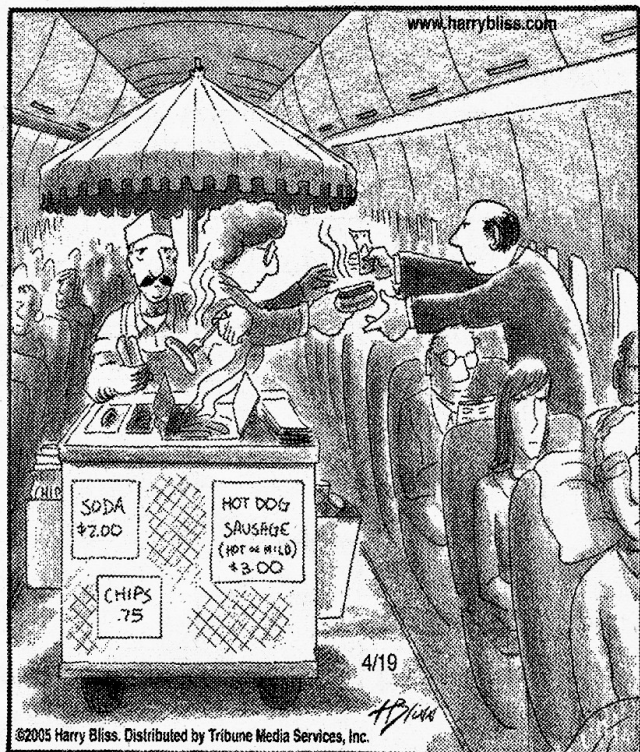
Life is good for both of us. We spend the summer at our cottage in Michigan and the winter at Daytona Beach, with stops at our home in Indiana. Son Kellon is flying for Express Jet. Not making any money but loving the flying part.

The creation museum near the Cincy airport opened last May. By month 8, 300,000 visitors had visited the place. We still do volunteer work there a couple times a year. The museum is a wonderful tool for the Lord.

Until next time, God Bless

Shannon and George

BLISS Harry Bliss



BEN BROWER—Camano Island, WA

Since my wife Barbara passed away in 2003 after battling breast cancer for 12 years, I have not written a note to accompany my RUPA dues payment so here is a short update on my life.

Recently I married a wonderful lady, Gail, who enjoys nearly all of the things I like to do such as gardening, traveling in the motor home in the winter to warmer and less rainy climates and flying our 1947 "Super Seabee" on short flights from our home on Utsalady Bay, Camano Island, WA. Our property is low bank so that enables us to taxi up the beach onto our yard after landing on the water.

"Many United pilots have backed up a jet with reverse thrust and it is fun and exciting to back up a Seabee on the land and water. I understand the Seabee was the first piston airplane that has a reversible propeller.

We just completed a 9,000 mile trip to Key West and back. One of the highlights was watching the Atlantis 122 Space Shuttle launch from the stands near the seats for the relatives of the astronauts.

Utsalady Bay is not warm enough for oysters to propagate but I am raising baby oysters in plastic purses on the tide lands. They are eating size in just one year. Oysters, clams and Dungeness crabs for eating just doesn't get any better than that - other than crew meals.

Great job and thank you for all your hard work on the *RUPANEWS* Journal.

Ben

SEA-SFO-LAX-ORD-DCA

JAMES K. CARTER—Delray Beach, FL

As time goes by I have come to realize that we had a great job at a great time in aviation history. And it's a great time to be retired.

Enjoy, *Jimmy*

GARRY & CAROL CLARK—Poplar Bluff, MO

Dear Friends: It's been a few years since you heard from us...very quiet here.

We did take Amtrack out to Southern California last summer to visit our newest grandson. A very fun 2 1/2 days (each way) with lots of interesting people onboard. We had a bedroom with shower and toilet, lots of luggage (no extra charges), brought our own wine and single malt Scotch. The food was surprising good, the crews were very helpful and seemed to enjoy their job. By the way, one of the conductors told me that they are hiring and he personally knows a retired American Captain who is now a conductor. I did bring my Garmin GPS which told us exactly where we were, our speed, etc. Max speed for the entire trip was 90.1 MPH. Much more enjoyable than flying.

We dropped the UAL medical coverage this year. We are now covered by BCBS from Carol's work which is about the same price, same coverage as UAL, but includes some dental and vision.

Almost forgot, I was admitted to the hospital for the first time in my life last July. Turned out to be an allergic reaction to an antibiotic I was taking (and had taken before with no problems). My BP was 80/50 and I was severely dehydrated when admitted. All was fine and back to normal the following day.

Take care and good health to all of us,

Garry and Carol

BEN CONKLIN—Doylestown, PA

Hi Bruce and all,

Retirement year number 26 and all is as well as can be expected. Rose is still putting up with me, a very patient gal I must say. We will celebrate 65 years of marriage in April. Son Ben, retired, lives about 10 miles away and we get together quite often. Took awhile to get use to the winter weather this year, the first in 22 years of golf, pool and the Florida sun but no complaints. Ben and I plan to make the NY luncheon this June. Looking forward to it. Check is in the mail. Regards to all.

Ben

RALPH DILULLO—Charlotte Ct. House, VA

Dear RUPA,

In my annual letter I usually say "I didn't go nowhere and I didn't do nothing."

NOT THIS YEAR!

My son bought 8 L-39s (Russian Jet Trainers), so any of you Rust Pickers or Air Farce guys who want to pay to get your butts kicked (in ACM -- Hasseling), see you in Chino, CA.

Threshold Technologies; 909-606-6319—Check your six!

Semper Fi,

Ralph

P.S. Want to see a good Dogfight? -- Check your mirrors!

ED & PEG DUFFY—Lusby, MD

Dear Bruce,

How are you? We are fine – I thought this had been paid, but perhaps not. It did not make my list of life-threatening events on the list of our move from Bodega Bay to Lusby Maryland. Please note my new address: (deleted – No updates of personal info in the "News")

PS – I don't do anything "ON-LINE" except catch fish so don't send anything that says "click on" or "Log on" – only "Fish ON!"

Best Regards,

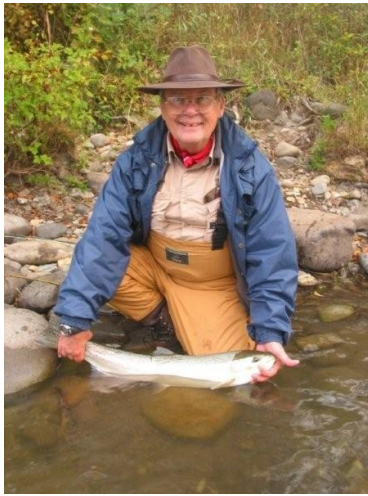
Ed & Peg

CARL FEIN—Gig Harbor, WA

Thirteen years and the dry fly trout fishing in western Montana is still great. The only way to justify catching those beautiful trout is by using barbless hooks and very careful catch and release techniques. Those native non-hatchery rainbow, cutbow, and cutthroat trout are fantastic.

My favorite fishing spots on the Lower Clark Fork river below St. Regis has produced fishing and memories for a lifetime. Unlike the fish hog TV shows that handle the fish improperly for release, the guides on the river teach the best techniques and appreciate nature.

The east fork of the Bitterroot is fantastic in June for the dry fly fishing of a lifetime. I was on one float trip high up the river where we were the first forest service permitted trip that anybody knew of. In that small stream a run of west slope cutthroat, some big as 3 lbs. was present and several fly hatches were in progress all day long. Once in a lifetime memories.



Last year I had trouble getting in and out of the driftboats while standing in the stream. With some minor adjustments we will figure that problem out. Getting old produces some limitations but I am going to float the river in my pontoon craft this year without a guide. Over the years I have learned where the coveted hot spots are and when to fish them.

My thanks and gratitude to those I have encountered in aviation for their friendship, the pilot tales and their efforts on behalf of ALPA and aviation.

Carl

MIKE HEPPERLEN—Crystal Lake, IL

Hi Ted: It has been a rather quiet year. I had my second store bought hip installed in November. Peggy had her second knee replaced last month. Hopefully we will be able to dance in a couple of months. Our recovery's are progressing quite well. For me, all the pain is gone and I am able to walk and work normally. My legs came out the same length which doesn't happen as often as one would think. I am planning on bird hunting in the Fall.

My RV-8 rebuild project is about finished and it should be at the airport in another month or so. It will be fun to be flying again in my own project. I can get from Chicago to Denver in the same amount of time in my RV-8 as I can on UAL.

Check to RUPA @ Half Moon Bay.

Mike

MOYNA N. HUDGENS—Cherry Hills Village, CO

Dear RUPA Friends,

Enclosed is my check for \$25.00 to continue receiving the *RUPANEWS*. I am sorry I neglected to send the check in on Tom's Jan 20th birthday, but I do want to continue receiving it.

I rarely know any of the pilots writing to the *RUPANEWS* but I thoroughly enjoy reading their notes and hearing their tall tales about flying. Pilots are a special group of people who are self confident and eager to meet challenges, so I read every word of the news letter – even if I don't know the writer personally. Thanks!! Please count me in! Sincerely,
Moyna

BILL KELLENBERGER—Manassas, VA

Dear Ted,

First off, thank you for your efforts to publish "RUPA". To the point. I must respond to your comment in the last issue about a letter to the publication by a RUPA member referring to a scab as a scab.

You called his use of the recognized term of "scab" as name calling or something like that. A scab is a scab, and that is not name calling, it is a fact, it is a recognized description. In 1958, my Marine D.I. at MCRD San Diego told me I was lowest form of life in existence. I was lower than Whale shit in the bottom of the ocean. He is the most respected individual I have known, but he was wrong. A scab is infinitely lower!

I would be pleased if you publish this, but I doubt you will.

Semper Fi,

Bill Kellenberger

I follow your reasoning, Bill, and I have sympathy with your feelings, but the RUPANEWS is not an ALPA publication and I find calling a fellow RUPA member, a scab, in print, impolite.

Surely, you have more to say to the RUPANEWS readers, and we look forward to that.

Ted—Ed.

HEART ATTACK THEORIES ARE MOSTLY BALONEY

By Dr. Bruce West

A severe heart attack is absolutely devastating, both in its immediate effects and long-term effects — that is, life-long drug therapy and life-long stress caused by fear of the next, potentially lethal heart attack. Amazingly, the cause of heart attacks *has never been proven*. Rather, there is a theory that has become so accepted by medicine and the general population that it is *never even questioned*.

The current theory was put forward by Dr. Ancel Keys in the 1950s. Keys proposed that excess cholesterol circulating in the blood caused plaque in the coronary arteries. This theory has maintained itself over decades with the help of the pharmaceutical industry—to the point that it is treated as *fact*. Indeed, a heart attack is now referred to as a *coronary* (as in coronary artery), which Dr. Keys pronounced as the cause of heart attacks almost 60 years ago.

Remarkably, this "accepted" theory—that is, if coronary arteries become blocked with cholesterol, the heart muscle is then starved for oxygen, and a heart attack results—was rejected by most cardiologists 50 years ago. And in fact, most of the material found in plaque is not cholesterol, but, rather *inflammatory debris*, meaning it is debris caused by inflammation in the heart muscle.

Today almost all medical treatments, including stents, bypasses, cholesterol drugs, low-fat and low-cholesterol foods and diets, are based on the theory that blocked arteries cause heart attacks.

Let's just take a good hard look at heart attacks and this theory.

Blocked Arteries Are Not Found in Most Heart Attack Patients!

Some remarkable medical facts that you will likely never hear are as follows:

- A research paper showed that of those patients suffering an acute heart attack, 49% had a blockage, 30% had no blockage, 14% had insufficient blockage to cause heart muscle damage, and 7% had another condition altogether.¹
- Another paper showed that the longer the time between the heart attack and death, the greater the blockage. And if death occurred one hour or less after a heart attack, only 16% had sufficient blockage to cause the heart attack.² The increase in blockage as time passed before autopsy led the authors to believe that the blockages did *not cause* the heart attacks, but rather the blockages *were caused by* the heart attacks, and increasingly built up in the hours before death.

And here are some remarkable quotes:

- "Occlusive coronary thrombus (blockage) has no primary role in the pathogenesis [cause] of a myocardial infarction [heart attack]."³
- "In an advanced state of narrowing of the coronary arteries the supply of blood to the heart muscles is fully assured by collaterals [new blood vessels] that enlarge naturally in response to the blockage."⁴

The researchers in the second quote added that the more the coronary arteries narrowed, the *less danger* there is of a heart attack.

After 20 years of studying bypass surgery, what is the shocking finding? Surgery to unblock coronary arteries *did not improve patients' chances for survival*.⁵ After reviewing both the Veterans Administration (VA) study and the National Institutes of Health Coronary Artery Surgery Study (CASS), the experts could "not detect a significant difference in long-term survival between the surgical [bypass] treatment group and the patients simply on drugs."

This is not exactly what you would expect since "every heart expert" knows that blocked arteries cause heart attacks. And it sounds remarkably identical to *Health Alert*. In fact it is right in sync with my quote from almost 7 years ago: "There is a national medical secret regarding the care of heart disease patients. This secret ensures the continuance of the heart disease industry, which includes physicians, surgeons, hospitals, and pharmaceuticals. Without knowing this secret, the public continues to gobble up billions of dollars worth of useless bypass surgeries, angioplasties, stents, and drugs."

Then What Does Cause Heart Attacks?

Hold onto your hats. The real cause of heart attacks is a deficiency of nutrients and "cardiotonics" that protect the tiny blood vessels and the heart muscle from damage. Disease and damage of the heart muscle as well as even the smallest blood vessels (capillaries) have specific causes. They include a deficiency of cardiotonics, diabetes, chronic stress and adrenal exhaustion, smoking, infections, and some prescription drugs. These can all damage heart cells by causing a lack of oxygen.

Because heart cells are extremely active, they cannot withstand a lack of oxygen for long. When nutritional deficiencies, stress, diabetes, etc., damage small vessels and rob the heart muscle of necessary oxygen, heart cells go to an emergency backup system to produce energy. This system is called *anaerobic fermentation*—a way to make energy without adequate oxygen.

The problem is that this system produces *lactic acid* as a byproduct. It is the same system that kicks in when you exercise too hard or too much, and your muscles become amazingly sore the next day. However, you can rest these muscles, but you cannot rest your heart muscle. Therefore, the lactic acid continues to buildup and causes such great damage to the heart muscle cells that the cells die. Without relief, the next step is a heart attack.

Remarkably, the same debris that gathers in dying heart cells from lactic acid buildup is found in blockages in the coronary arteries. So as heart cells die, they release their debris, which ends up blocking the coronary arteries. And that is the reason why the longer the time between a heart attack and death, the greater the degree of blockages. More time allows more debris to be released to block arteries.

So, if healthy small blood vessels and heart cells are the cure for heart attacks, should we be pursuing millions of bypasses? Or should we be attacking the deficiency of cardiotonics, stress, diabetes, and other factors that destroy blood vessels and hearts? I think the answer is obvious. And that is exactly why after 30 years in this business, we have absolutely the best worldwide results with heart patients.

Attacking the Cause of Heart Attacks

To lower your odds of having a first or subsequent heart attack, you must get your blood sugar under control. We have many articles detailing exactly how to do this. If you are still unclear, drop me a line and let me know about your problem. Send me a self-addressed, stamped (with 2 stamps) envelope, and I'll send the information you need.

If you smoke, you will need to stop due to the capillary damage caused by smoking. You will need to start exercising, at least moderately. You will need to avoid commercial liquid vegetable oils and salad dressings because of the capillary damage they cause. And you will need to avoid low-fat diets and follow a nutrient-dense, traditional diet.

To lower your odds of heart attack, you must also get your stress under control. This can be done in a natural way by learning to meditate, exercising, changing lifestyle, etc. However, the immediate need is to feed your adrenal glands. There are very effective, simple, and inexpensive cardiotonics called *cardiac glycosides* that prevent lactic acid buildup in heart cells. Two of them are *digitalis* (common foxglove) and *strophanthus* (an African vine).

These substances can actually address the underlying cause of heart attacks—that is, lactic acidosis of your heart muscle cells. Remarkably, these two compounds are exact chemical copies of hormones that are made in your adrenal glands. An even more significant fact is that, like most hormones, your adrenal glands make these compounds *out of cholesterol!*

Are you getting the picture about drugs that stress adrenal glands, and low-fat diets and statin (cholesterol-lowering) drugs that remove the raw ingredients the adrenal glands need to make cardiotonics?! I certainly hope so. Because that is one of the reasons why older people who have the *highest cholesterol levels* live the longest. By lowering cholesterol, you are removing the raw ingredient necessary for the production of cardiotonics, which naturally treat the underlying cause of heart attacks!

So, aside from getting blood sugar and stress under control, the major emphasis in preventing heart attacks and reversing heart disease should be the steady flow of cardiotonics into the body's system. Cardiotonics are not just the compounds your adrenal glands make from cholesterol. They are also the small vessel protectors, such as the whole vitamin C complex, bioflavonoids, and minerals that include copper. They are also the heart muscle strengtheners, such as the whole vitamins B and E complexes. And they are the fatty nutrition from the whole vitamins A and D complexes—best found in Blue Ice™ High Vitamin Cod Liver Oil, and X-Factor™ Gold High Vitamin Butter Oil. In addition, they include adrenal support like adrenal tissue extract.

Heart disease patients, and those who have had or are at high risk for a heart attack, often ask me why the supplements I recommend for them contain adrenal gland extract. And people often ask me why I want them to test their adrenal glands for exhaustion using a lying/standing blood pressure test. When adrenal glands are exhausted, their production of cardiotonics is *put on the back burner*. This creates a risk of heart attack. Because we know the real cause of heart attacks, you can see why I want to know the condition of the adrenal glands, and why I use adrenal gland extract to treat people with heart disease.

What to Do

Fortunately, we have supplements that are loaded with cardiotonics, including adrenal extract, minerals that contain copper, the whole vitamins A, C, D, and E phytonutrient complexes, and the fatty nutrition needed by adrenal glands. Most of these supplements are produced by Standard Process. For the typical person fearing a first or subsequent heart attack, the protocol includes the following:

Cardio-Plus (9-12 daily), *Cataplex B* (6-9 daily), *Min-Tran* (9-12 daily), and *Cyruta-Plus* (6 daily).

Cardio-Plus contains heart extract; whole phytonutrient complexes of vitamins B, C, and E; minerals—including potassium, selenium, copper, and calcium lactate; adrenal extract; and much, much more. Min-Tran contains organic minerals. Cyruta-Plus contains the whole bioflavonoid complex. And Cataplex B contains the real, whole B complex, including the heart-critical B4.

And now we finally have the best fatty nutrition factors: *Blue Ice™ High Vitamin Cod Liver Oil* (1 teaspoon-1 tablespoon daily), and *X-Factor™ Gold High Vitamin Butter Oil* (1/4 to 1 teaspoon daily). This combination protocol addresses the underlying cause of heart attacks and heart disease.

After 6-12 months on this protocol, even end-stage cardiac patients are often rejuvenated and transformed.

But what about emergencies? And how do you know if your adrenal glands are exhausted or even just plain "shot"? Well, you can test your adrenal glands. You will need a nurse or doctor friend with a blood pressure cuff and stethoscope. Lie on your back for a full minute and have your blood pressure taken lying down. Leave the blood pressure cuff on your arm, and then stand up and immediately have your blood pressure taken again.

If your systolic number (the first number) does not rise, your adrenal glands are failing. If your systolic number falls, your glands are exhausted. And if it falls precipitously (20 points or more), it means that the adrenal glands are "shot," and you need immediate attention. This could be an emergency if your adrenal blood pressure does not normalize quickly after you begin to follow all the advice in this article.

In this case, and if a heart attack is imminent, you might need to get a prescription for low-dose digitalis or strophanthin (strophanthus) (usually in the form of a preparation called Strodival). These can be utilized until your natural cardiotoxic protocol takes hold and your adrenal system normalizes. Most people do well without prescriptions, and most people can turn around their heart problems quickly. But in dire emergencies, a prescription may be needed.

Most physicians and cardiologists will not be familiar with strophanthin. But most utilize low-dose digitalis. If you live in the San Francisco Bay area, you can see Tom Cowan, MD. He has provided some of the information in this article, and he is a wonderful physician and a trusted advisor to me. His office is at 661 Chenery St., San Francisco, CA 94131 (415-334-1010).

Please call Dr. Cowan's office *only for appointments*. His office does not provide information — which you can get directly from us. And if your cardiologist only listens to "medically proven data," here are some medically researched and proven quotes:

- "Of patients with heart attack, only 49% had significant blockage to cause the attack."⁶
- "Of patients who die immediately after a heart attack, and who are autopsied, only 16% had sufficient blockage to cause the heart attack."⁷
- "Occlusive coronary thrombus [blockage] has no primary role in the pathogenesis [cause] of a myocardial infarct [heart attack]."⁸
- "In an advanced state of narrowing of the coronary arteries, the supply of blood to the heart muscle is fully assured by collaterals [new blood vessels] that enlarge naturally in response to the blockage."⁹
- "Surgery to unblock coronary arteries did not improve patients' chances for survival."¹⁰

NOTES

1 *American Journal of Cardiology*, 1998, 82:839-44.

2 *Circulation*, 1960,2:816.

3 *Circulation*, 1980, July; 62(1): 17-19.

4 Epstein, SE. *American Journal of Cardiology*, 1988, Apr 1; 61(10):866-8.

5 Killip, T. *New England Journal of Medicine*, 1988, Aug 11; 319(6):366-8.

6 *American Journal of Cardiology*, 1998, 82:839-14.

7 *Circulation*, 1960,2:816.

8 *Circulation*, 1980, July; 62(1): 17-19.

9 Epstein, SE. *American Journal of Cardiology*, 1988, Apr 1; 61(10):866-8.

10 Killip, T. *New England Journal of Medicine*, 1988, Aug 11; 319(6):366-8.

HEALTH ALERT

February 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.

LARRY LARSEN—Sammamish, WA

Twelve years now since setting the parking brake and I still have a dusty flight bag in my closet ready to go. Don't know where I would go with all the new equipment - I would have to be retrained.

This past year has kept me quite busy with;

- Still trying to fly remote control model airplanes with several crashes since last letter. I have 2 young students now, both of whom have picked it up much quicker than I did, but they still think I am 'god'.
- Playing golf, but don't expect I will ever shoot my age,
- Built another play structure at a very remote Elementary School in Kenya for 197 children - Pre-School through 4th grade.
- Running around in my 1961 Red VW Bug - which used to be my commuter car and now my wife says she will bury me in it. All the grandkids love to ride in it because it predates all the seat belt laws, to their mothers' horror.
- Took a trip to North Carolina and saw the Vanderbilt Estate - the Biltmore House.
- Being the number 1 fan at all my grand children's basketball, baseball and football games!
- Along with my continued involvement in our church activities.

All this keeps me young, happy and enjoying retirement.

Larry ORD SFO SEA

DON & RACHEL LEISSNER—Hilton Head Island, SC

As I turn 74 all is well in God's Country, Hilton Head Island, SC. Rachel ruptured a tendon in her hand and won't be able to play golf for 6 to 8 weeks. She is not in a good mood. Except for that we are both in good health.

Play golf, ride bikes, walk, boating, and assorted adult games keep us busy. Most fun of all is spoiling four grandchildren.

Seven years in retirement has really flown by. Thanks for keeping us informed.

Until next year, *Don*

HAL MORRIS—Henderson, NV

Greetings to Ted and All.

Only two weeks late; not too bad! Retired 13 years! Where does the time go? Still in good health, except for a bout with shingles. No UAL pass travel this year; too difficult for standby pass travel, especially out of and into Las Vegas. If you go by air, buy a ticket.

Spent July traveling in the motor home and August in Montana in Lakeside on Flathead Lake. Many forest fires during the summer kept the smoke jumpers and firefighters busy and ash all over everything.

A school assignment for our 11 year old grandson was to interview Grandpa. One of the questions he asked me was: How many cars have you owned? Well, that really got me thinking. After naming them with the help of my son, Lew, I came up with 32. I wish I had at least half of them back, starting with a 1934 Ford. So, Shirl and I decided we should collect some new ones and we are up to six. Bruce P., I hope you still have that 1965 Corvair Corsa (unsafe at any speed). It's a good thing I have a hangar to put them in.

Our son Scott is flying copilot on 737-800's, out of LAX, for American. Fifteen years seniority required to make captain. Our oldest, Lew, is an IRS revenue agent working out of Santa Cruz, CA. Shirl is still trying to keep me in line and that is a full time job!

Thanks to everyone that makes the *RUPANEWS* the great publication it is. Check for \$25 in snail mail.

Hal and Shirl MDW, EWR, IAD, SFO 61-95.

STEEN MUNTER—Palatine, IL

Ted: Check's in the snail mail for year #8 of retirement. Claudia and I are still waiting to get started with the retirement thing as we have been slowed down since 2000 with health care stuff. Maybe this year is the breakout. At least we have three grandsons close enough to enjoy (son Craig is a 737 Capt. at good ole' UAL). I really do know how things have changed at the airline. Not pretty!!

I just read the March "News" and, as usual, it brought back wonderful memories, a couple of which I should share.

George Myers's remembrance of Ken C. Myers on his passing reminded me of sharing the cockpit with Ken in the Vickers Viscount as Co-pilot. I enjoyed flying with Ken a great deal and learned a lot about the Vickers from him....and about being a Captain, too.

Then there was Carl Jordan's piece, "A Pilot's Tale" about his 727 ride with Bob Kleinke with Bob Stimley giving them an enroute check. Oh, my gosh, the memories really flew at me.

I flew co-pilot for Bob Kleinke on the DC-8. A lot. I was "stuck" there during the late 60's-early 70's furlough period and Bob and I must have bid similarly as we flew monthly schedules often, but more than that for some reason we kept getting PC/PTs together.....5 in a row!! We knew each other's capabilities and enjoyed playing jokes on one another on the line so why should PC/PT's be different, right? Remember the old steep turns in the sim? Normally the PNF would give a call-out 15 degrees or so before the roll out heading. I would call his 90 degrees and he would call mine.....never. And so it went. Ask for flaps 15 and God only knew what you'd get which led to fake indignation, etc. Suffice it to say we had fun and never thought about blowing the check because we knew we had it made.

The last (5th) check together was a PC and the feds were there to observe and grade us and the check airman. No sweat. We were a little more restrained in the sim but still pretty easy riding. We flew a good check. The last profile, as always, was for me to fly a 3-engine hand flown approach to 100', see the truck on the runway, go around and lose a second engine as soon as I was cleaning up. Then the master would demonstrate a 2-engine approach to landing and save us all. End of check.

I wrestled the beast down to 100' with #4 dead, Bob "helping" all the way. I did the miss, lost #3 as the flaps came up on the climb out (Bob, I asked for flaps 15 and you set 25! Oops, sorry. But he still didn't set them, so I did it. All normal between us, no change.) I turned down-wind at 7000' while Bob did the requisite briefing with the S/O for the upcoming events. So here I am, 7000', heading east, clean, the rudder trim all the way THE WRONG WAY and the aileron trim all the way THE WRONG WAY and a bunch of nose up trim to boot! Now, I was 6'2" and 210lbs.....Bob

was about 5'7" and 160. I've got my right elbow jammed against the seat back against enormous pressure from the nose up trim and I'm using the arm rest to hold the aileron pressures, my left leg aching and shaking holding full stroke. Of course outwardly I'm cool and easy.

At about the right place to turn base for the approach Bob moves his seat forward, lights his cigar, and says "I've got it."

I say "You got it?"

He says "Yeah, I've got it!!"

I let go.

The sim tried to snap-roll and when Bob stood on the rudder the pressure was so high his butt was lifted about 8 inches off the seat. He bit his cigar off and the hot section fell under his butt. His selection of phraseology was appropriate for the occasion, delivered at a volume sufficient to make it clearly heard two sim bays away. I held my sides laughing till tears came. The standards guy looked like he had just been shot through the heart and the fed was doing his best to understand what was happening.

Needless to say, Bob Kleinke fished out his cigar and, with it firmly clenched between his teeth, commanded the sim through the most beautifully flown 2-engine approach ever seen....as I knew he would. Talked to me all the way down, too. I was so proud I could help him out like that! Great ride with a great guy and another successful sim check.

Thanks, Carl, for bringing back such great memories.

Steen (& Claudia) ORD '63-00

GENE & JOANN PETERSON—East Dennis, MA

Dear Editor:

The last couple of years have been quite busy for us. Last March & April of 2007 we spend in Santa Fe, NM. The weather isn't a great deal different than here on Cape Cod. But the skies are much bluer and clear. The weather was super in March with April not quite as nice. We did a lot of museums and eating out and enjoyed all the galleries.

Our daughter and her husband came for a week early in our stay and at the end Joann's sister and husband came and spend about a week. We enjoyed them a great deal.

We took our Siberian cat along in a cat carrier on UAL. We also bought tickets to make sure to get there. It worked well. The cat traveled very well.

Then in August we flew on Alaska Air Lines to Seattle and then to Anchorage. Stayed in a motel for a couple of nights and met Joann's sister and her husband. We had booked a Holland America Cruise for 16 days. We took train to Denali Park and got a great view of Mt. McKinley, as well as some grizzlies, caribou, moose, and some deer. It was a long bus ride that day, but it was well worth it. Again on the train to Fairbanks for another night and a gold dredge. We even got a bit of gold. We then boarded a bus for a long trip to Chicken and Eagle, AK. Towns are so small you wonder why anyone wants to live there. We caught a boat up the Yukon River to Dawson City, Yukon Territory, Canada. We spend a day and a half there and then on another train eventually to Carcause. Look around there and then re-boarded the train for Skagway and the ship.

The trip worked very well as we were able to relax on the ship as we looked at glaciers and lots of water on our way to Ketchikan, AK. Spend the better part of a day there and then back on the ship for Vancouver, B.C.

We parted company with our relatives and went down town for a lunch and then back to the hotel near the airport to catch UAL to ORD and BOS. Had a great trip and I recommend it to anyone, but it was tiring and I don't think we are going to do it again.

The rest of the year was pretty ordinary with not a whole lot out of the ordinary happening.

Enjoy all the work that the folders and stuffers do and thank them a great deal for all their work and efforts.

God bless you, *Gene & Joann*

EDWARD P. ROONEY—Naples, FL

All is well in sunny Naples, FL. We enjoyed a quiet hurricane season in 2007 and we're hoping '08 will be a carbon copy.

It's been 8+ years since my last PC. Funny, I don't miss that part of the job, but I do miss the great bunch of guys I worked with over the years.

Last July, my wife Judi and I joined her two sisters and their husbands for a very enjoyable Viking River Cruise on the Rhine. It was a very first class experience from Basel, Switzerland to Antwerp, Belgium. I'm now hooked and anxious to do some more river cruising.

My thanks to all the dedicated *RUPANEWS* volunteers for their excellent work.

Ed

bigedroo@comcast.net

GENE RUDER—Maple Park, IL

Shame on me. Coming up on 19 years retired and this is my first correspondence. Shows what good care my wife takes of me. Still on the farm. The airport here is still bumbling along. Things are really slowing down with the fuel prices being what they are. We do still have 13 airplanes here tho. They are all old stuff. The oldest being a '46 cub and the newest a '75 150. Still flying and snowmobiling. If you would, please add our phone # xxx-xxx-xxxx, and E Phantml@juno.com to the next roster. [*You'll have to do it, not in the NEWS—Ed.*]

Gene

[*E-mail addresses should be emailed to the Sec/Treas.—Ed.*]

The new mailing address: RUPA , PO BOX 275, HALF MOON BAY, CA 94019-0275

And the correct new email address: rupa.sectr@yahoo.com

RANDY RYAN—Tucson, AZ

What? Another year has passed? My how time flies when you are having fun.

2007 was another year of Pam doing lots of volunteer work at the Arizona Sonora Desert Museum, the Tucson Botanical Gardens, Arizona

Game and Fish, and the Red Cross. I continue doing income taxes in the first part of the year and play lots of tennis, golf, and bridge throughout the year. The good news is that I only have to live 40 more years until I can shoot my age!

We did travel; a week in Sedona, a week in Santa Fe, and two weeks in Cuernavaca, Mexico. Then, a long trip in our motor home to Idaho, Utah and Colorado.

When we returned to Tucson it was off to St. Louis for Pam as the delegate to the national conference of the Association of Zoo and Aquarium Docents where she represented the Arizona Sonora Desert Museum, one of Tucson's most popular destinations for tourists and local alike.

Kathy and Ken are still enjoying life in California while Greg and Yolanda have moved to Tucson. We enjoy seeing them often.

'08 will have us on a three month trip to Australia if everything works.

During the year we had several friends visit us so if your travels include being close to this part of the United States we would love to see you. We do have a guest room and the price is right.

Finally, thanks to all who work so hard to produce this monthly Journal. I know how hard it is and how much time it takes. Those of us out here in the wilderness really enjoy its arrival each month.

Randy

DENNY SCHAAR—Rapid City, SD

Greetings from the Beautiful Black Hills of South Dakota. We have just experienced our seventh mild winter in a row and are more concerned than ever about our dwindling water resources and the increased fire danger in our forest. However, the Natural Resource folks have been very proactive in their management of our forests to mitigate the propagation of the pine beetle and the resultant damage that they do.

We haven't done a lot of traveling lately, preferring to stick around our quiet place in the country and enjoy the serenity of our surroundings. Kathy and I do stay busy with our civic and Church responsibilities and look forward to friends and family coming to pay us a visit now and then. One exception was a trip to Las Vegas on Ted last

month to celebrate our 40th anniversary. We saw some good shows and did the Hoover Dam tour, but it sure was nice to get back to some peace and quiet.

Then fall of the year stills find me out in the wilds attempting to stock our freezer with some wild game. I'm thankful that I can still climb the mountains of Idaho chasing elk as well as cover a section of land in South Dakota in search of pheasants.

My thanks to all who keep us up to date on the doings of my fellow RUPAN's and also to the folding and stuffing crew.

My dues check is in the mail to Bruce as well as my new email address:

Flyboy6242@msn.com

Regards, *Denny Schaar*

SHELDON SCHAIGER—Portland, OR

Another year, another \$1.50 or so, it seems, as my pension suffers the onslaught of higher gas, food, and especially WINE prices! I've already made a down payment on a tin cup, and am contemplating which street corner to reserve. Too bad I can't sing or otherwise enhance my public appeal.

One bargain remains: *RUPANEWS* at \$25.00 a year. So, here is my check, and, please note, ON TIME!!! *Sheldon*

PETE SEAGER—Boca Grande, FL

Ted, I'm so far ahead of myself, I probably wouldn't be hurt in the crash. Checks due in April and here I'm mailing it the 2nd week in March. Looks like I've joined the PC Club i.e. Prostate Cancer. Start radiation therapy Mar 10. Otherwise winter has been great here in SW Fla. Skipped the skiing for this year and maybe we'll give it up permanently, but staying with the tennis 4 to 5 times a week. Jeanne and I'll be heading to the Colo. hi-country about May 1 for our summer retreat. Time slips by in a hurry. I can't believe I'm out the door 7 years already. Haven't missed aviating at all; too many other things to do.

Take Care and God Bless, *Pete*

WHIT & DARLENE SIMPSON—Nashville, TN

Dear Bruce: Picked up a new "Left Main Landing Gear" last Summer with a "Total Hip Replacement" from the FAA doctor here in Nashville. He used the "Minimally Invasive Procedure" which allowed me to return to walking in 2 days, back driving in 6 days, and flying the Cessna in 30 days. It is truly a modern day miracle. And best of all, my new titanium hip doesn't hurt. SMILE

My wife and I have taken up competitive Ball Room Dancing, and it's pain free. SMILE Again!

My \$25 check number "6" is in the mail.

All the Best, *Whit*

JIM TROSKY—McHenry, IL

Bruce,

Still spending the winters in AZ...sure picked a good one this year to be out of the ORD area. No changes for the year...wife and children remain as well as Max, the black Lab. Always good to read about fellow pilots and others who have worked in Flight Operations. Kinda keeps it as a family. Kindles a lot of good memories, too. Thank you much for all the work you guys do as well.

Check is in the mailbox...now it's up to the postman.

Jim ORD/LAX/ORD '64-'99

There are very few personal problems that cannot be solved through a suitable application of high explosives.

BOB & MARLENE VICK—Alpena, MI

Dear Sirs:

Please find my check for \$25 enclosed. A little late, but here it is.

We are still in good health, but did not go to Florida this year. Other irons in the fire! Have projects to do on the house here in Alpena. Marlene and I hope to visit Paris and London this spring – and maybe Venice. Have been there before but love visiting.

Can't help noticing how lucky we were to have our careers when we did. Blind Luck!! But I'll take that anytime! All the best, *Bob & Marlene*

JIM & RITA WARNER—Greenback, TN

Only two years retired and loving it! We escaped the Great White North of Chicagoland to retire in God's Country: East Tennessee. We found a place on Lake Tellico, bought a boat and are adapting to lake living. I learned that docking a boat in a crosswind is a lot trickier than bringing in an Airbus A-320 under the same conditions.

A couple years ago I traded in my 2000 Harley Road King for a 2005 Harley UltraGlide, also known as a GeezerGlide, and I enjoy riding 12 months a year (as opposed to 7 or 8 in Chicagoland.) There is an unending supply of fascinating, enjoyable, scenic, and challenging roads for the motorcycle within 50 miles of home. The most famous of course, is Highway 129, also known as "The Dragon." It's just a few miles from my back door. In Chicagoland I had to ride 10 miles to get into the "country" and another 30 miles to find a stretch of twisty-curvy road. Here in the gorgeous countryside surrounding Lake Tellico, just leaving our subdivision of Foothills Pointe is an adventure!

We're extremely blessed to have a military retirement in addition to the crumbs left to us via the PBGC. My 20 years flying the C-130 in the Air Force has paid off big time. What UAL did to us was criminal, but I won't belabor the obvious. We have a responsibility to take whatever measures we can to restore, as a minimum, the max benefit for age 65 retirees to our forced age 60 retired pilots.

My wife Rita and I are enjoying our rescue dog "Koko" an Austrian Sheppard mix, and rescue cat "Harley," a Birman. Kiwanis, church, motorcycle organizations, volunteer organizations, Veteran's organizations, gardening, "Honey dos," subdivision activities, lake activities, visiting daughters (Chicagoland and Raleigh), and traveling, keep us occupied.

A big "Hi Guys" to everyone, especially to those whom I flew with. Are any of you folks in this area? Love to hear from you.

Jim, ORD 1989-2005 flyboyjbw@aol.com

THE ONLY "STATIN" THAT LOWERS CHOLESTEROL AND HELPS YOU LIVE LONGER

By Robert Jay Rowen, M.D.

I've told you many times about the pressure tactics Big Pharma and even the government are using to "statinize" us all. The brainwashing program is all over magazines and television. While statins do lower cholesterol, there's not much evidence to support that they lower your risk of dying from heart disease.

In fact, no one has ever proved that cholesterol-lowering drugs reduce your heart disease risk at all. With statins, you can trade heart attack death for another malady, a malady that might even include heart failure. But that's not all. Statins are expensive. And they carry many other dangers. That's the bad news.

The good news is that, for the first time, a study has confirmed a much safer way to lower cholesterol. And the study also showed that this treatment will even lower your risk of death.

This was a randomized, placebo-controlled study (the best kind). The researchers followed 1,445 patients who were between the ages of 65 and 75 years. All of them had coronary heart disease and a history of heart attack.

They randomized the patients into two different groups. One group took the supplement xuezhikang. And the other group took a placebo. The study followed the two groups for an average of four years.

The results were simply stunning. The supplement xuezhikang reduced the incidence of coronary events (36.9%), death from coronary heart disease (31.0%), all-cause mortality (31.9%), stroke (44.1%), and malignancies (51.4%). It also reduced the need for a coronary stent or bypass by 48.6%. Look again. The all-cause mortality plummeted by almost a third, including cutting cancer risk by over half!

But it gets even better. Medicine is now using the term NNT. That means the "number needed to treat" in order to spare one event or death. The lower the number, obviously, the better the product.

Statins, for example, have an NNT to prevent a heart disease death of about 69. And their NNT for preventing a death from all causes is about 61.

Compare that to xuezhikang. The researchers estimated that the NNT of xuezhikang to prevent one coronary event was 18. Similarly, the NNT to prevent one coronary death was estimated to be 33. And they estimated the NNT to prevent one death due to all causes was about 23.

You can see the difference. The Chinese product is more than three times as effective. Furthermore, xuezhikang use did not cause any difference in adverse side effects when compared to the placebo.

So what is this incredible product? Xuezhikang is the Chinese name for one of three preparations of red yeast rice. Yes, simple red yeast rice, a product I've repeatedly mentioned as an alternative to statins. And the same product our gun-toting drug enforcers have vilified time and time again.

Red yeast rice contains lovastatin, the same basic compound found in the statin drug Mevacor. So how could it be so superior? The answer lies in the ancient concept long destroyed by Big Pharma: The whole is superior to an isolated part. There are many factors in a whole food in addition to what we insolent humans want to call the "active ingredient."

Vitamin C is the best example. Ascorbic acid is purified vitamin C. Food-source vitamin C products are a combination of ascorbic acid and all the accompanying bioflavonoids it needs to function at its best. (My favorite is from The Synergy Company, 800-723-0277).

I have been a fan of red yeast rice for a long time, as you may know. Now my interest is far greater.

If you have a stubborn cholesterol problem, consider red yeast rice. Take 1,200 mg daily. My favorite brand is Vinco's organic red yeast rice. (You can find it in many health food stores and on the Internet.) Unlike many Chinese products, the manufacturers regularly check their product for heavy metals.

Even though red yeast rice lowers your all-cause mortality risk, I still suggest using CoQ10 (100 mg) along with it. This study has awesome results without CoQ10. However, All statins and statin-like products can lower your liver's production of this critical nutrient.

That's why I still recommend you improve your diet and use other cholesterol-lowering products if needed. Many people have successfully lowered their cholesterol with a plant-based diet and with guggul and policosanol. But red yeast rice can be an effective part of your cholesterol-lowering program.

Ref: JAm Geriatr Soc, 2007; 55(7); JAMA, 1999;282:2340-2346.

CT SCANS CAUSE CANCER

By Dr. Bruce West

Dear Reader,

You can now get your body scanned to identify early cancers, tumors, or other life-threatening problems that could then be treated early. What could be better? This must be great—except for a few things. There are tens of thousands of *false positives* that can send you into a tailspin and lead to serious medical interventions that are not needed. These unnecessary medical interventions can cause serious problems or even death. There are also lots of *false negatives*, which can give you a false sense of security.

But the biggest secret of all is summed up in the title of this article: The radiation in these scans can induce cancer. Finally the medical establishment has let the cat out of the bag. An article in the *New England Journal of Medicine* (November 29, 2007) clearly shows that these scans are dangerous and often unnecessary "super x-rays."

More than 60 million of these scans were performed in 2006. And experts feel that 20 million scans of adults and over 1 million scans of children were unnecessary! When you consider that the radiation from these scans is equivalent to 100 to 1500 chest x-rays— and that some folks get 3 or 4 scans a year—you can readily see the danger. Radiation causes cancer. And if you were to contract cancer caused by scans, no one would ever know it!

These scans are becoming a business. Do not fall for this. When absolutely needed, they can be helpful. But ultrasound is a better alternative. And if a real scan is needed, an MRI is best—better detail without the radiation.

HEALTH ALERT

February 2008

MIKE O. WILLIAMS—Elizabeth, CO

Well here it is, another year gone by and have reached the magic 70. Things haven't changed much. Building a new house in Okla, close to Tulsa and it is a hassle getting all the items done correctly. We make one to two trips a month down there to check things out and decide on others. Will be nice to be close to daughter and her family. Both Grandsons are in sports and I'm sure will keep me occupied. Didn't hunt last fall, but did take a turkey last spring in Colo. Have a friend with a large ranch so. of Yuma, CO with lots of birds, so it is great fun. Did guide one of the grandsons to a nice buck and he did a good job. Haven't missed the airplane too much. Still the best two days are when you buy it and when you sell it. I was diagnosed with Parkinson's disease, so I'm not sure that I will be able to keep my physical (health), and not sure that I need to. Thanks again for all the work that you and the other volunteers do and if you have a local group, try them out, as they are worth the visit as per the DEN Good Old Boys.

Mike

RAY WISEMAN—Fredericksburg, VA

Dear Bruce,

Thanks for your contributing your time and effort to RUPA.

“Before the colors fade” I would like to thank all those wonderful DCA pilots, (99% Capitol at the time) that helped me transition form a low time KR-21 biplane to the DC-6 and Viscount. What a wonderful time that was!!

Our family is doing well.

I'm still flying the same old Pitts Special. We've made two trips to Alaska and one to the Beaufort Sea in the N.W. Territory. Thanks again. Sincerely

Ray

G.M.ZIMMERMAN—Brighton, CO

The biggest event this year for me was By-Pass surgery on Oct. 2nd. All has gone well since that time and I am preparing myself to take a Third Class physical for the Feds so that I may continue to fly. I still enjoy flying my P-35 Bonanza and do a loop or two in my Akro.

Last Month Jane and I drove from Savannah, GA to FL to watch the Space Shuttle blast off.

We then drove to Atlanta to see the World's largest Aquarium. They have three whales in one tank.

Our travels on the airline have gone well. We seem to get first class most of the time. The weather in Savannah has been nice so I started my golf year. Looking forward to a summer in the Denver area.

We are planning a driving trip out of Denver in the spring, to go south to the coast and follow the Gulf to FL then up to Savannah and then fly home to Denver.

Bye, *Jane and Gervy*

IN MEMORIAM

HUGH M. CHANCE

Hugh M. Chance, of Arvada, formerly of Longmont, died November 13, 2007, at Sunrise Assisted Living in Westminster. He was 88.

Hugh was born June 10, 1919 in Atwood, Kansas to Levi and Viola (Baker) Chance.

He attended Ft. Hays State College in Kansas where he learned to fly airplanes in the Civilian Pilot Training Program. He was a civilian instructor for the Army Air Corp from March 1942 until May 1943, when he was hired by United Air Lines.

Hugh married Lois Sawdey on February 13, 1942, in Denver.

Hugh and Lois purchased a 160 acre farm west of Longmont in 1958. They returned to Arvada in 1992.



Hugh was an airline pilot for United Airlines from 1943-1979, retiring as captain on the Boeing 747.

He was a charter member of Community Baptist Church of Arvada and attended Calvary Church in Longmont.

Hugh was the chairman of the Airline Pilots Association. He was also a Republican State Senator for one term and very active in the Colorado Republican Party. Hugh also enjoyed horses.

He was preceded in death by his parents, two brothers and two sisters.

Survivors include his wife Lois of Arvada; two sons, Duane Chance and his wife Carol of Denton, Texas and Hugh Chance, Jr. and his wife Joyce of Arvada; 4 grandchildren and 6 great-grandchildren.

Funeral service 1:30 p.m. today, at Ahlberg Funeral Chapel. Private Interment at Mizpah Cemetery. A memorial service will be held 2 p.m. Saturday, November 18, 2007, at Center Point Community Church at 6245 Garrison St. Arvada, CO. In lieu of flowers, memorial contributions may be made to Calvary Church in Longmont-or to Community Baptist Church of Arvada and sent to Ahlberg Funeral Chapel. Visit www.ahlbergfuneralchapel.com to leave condolences for the family.

MARIE COSBY

Mr. Wm. Richards, Membership

This is to advise that Marie Cosby passed away 2/24/08 at the age of 92. Marie received the *RUPANEWS* for many years, having been a long time secretary in OPBFO in DEN. Unable to transfer to CHI when OPB moved, she remained in Denver in various capacities until retired. She really treasured each issue of the *NEWS*. Sometimes after she finished an issue, she would pass it on to me to enjoy.

I had 36 years with United, primarily as a F/A, but during a short lived marriage (I was Myrtle I. Wade then) I was Frank Crismon's secretary in DENFO. Prior to Flight Ops, I worked in the DEN Employment Office processing "Stew", Flight Officer applicants, and dozens of other classifications. Most F/Os I met over the years have now retired or gone to the great beyond. Nevertheless, despite its many ups and downs with United, it was a fun career.

Marie's address was 14390 East Marina Drive, Aurora, CO

Sincerely,

Myrtle Ineson

April, 2008 RUPANEWS

THOMAS A. GREENE

Got a call this AM from Bobbie Jean Greene in Tucson saying that Tom died last night at 11PM in ICU from metastasized cancer. Hospice care for the last week. No services planned at this time.

Dan Bargar

Feb 24, 2008

EUGENE F. MONGAN

On February 29, 2008 Eugene F. Mongan died at age 93.

Gene had his entire career with United flying out of the New York Area - EWR - LGA and JFK. He retired on the DC-10.

Gene was my neighbor for twenty years and my good friend forever. I shall miss him.

Perry Thomas

Nevada City, CA

WESLEY OLNEY

Wesley Olney, 85, passed away after a long illness on Dec. 17, 2007 in Palm Desert, CA.

He was born April 8, 1922 in Portland, OR. He served in the Army Air Corps during WW II and enjoyed a long career as a United Airlines pilot. He is survived by his brother, Warren M. Olney; life partner Lone Petersen; daughter Linda Safalow; son David Olney and 4 grandchildren: Joshua, Bradley, Colton and Alexi. A placement service is planned at the Tahoma National Cemetery, Covington, WA some time in the spring.

Published in The Desert Sun on 12/20/2007.



TOM PIERCE

March 18, 2008

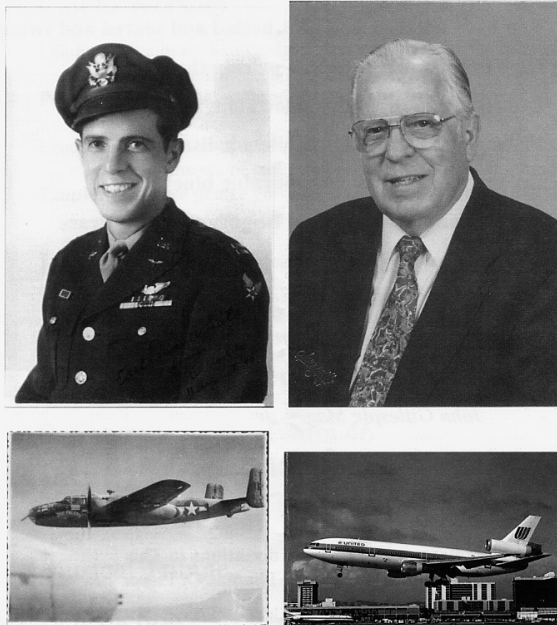
RUPANEWS Editor

RUPA and the UAL family lost a fan and a booster at the death of my husband, Tom Pierce, on January 2, 2008. -Although retired for over 30 years, Tom never lost his interest and concern for United Airlines and its crews.

Here's some material for the memorial section.

Thank you, *Renna Pierce*

In Memory of Thomas Orville Pierce February 27, 1917-January 2, 2008



THOMAS ORVILLE PIERCE

Feb. 27, 1917 - Jan. 2, 2008

Tom was born in Lindale Texas. At an early age, his family moved to Wichita Falls, Texas, where he grew up. At nine years old, he knew he wanted to be a pilot. Tom's bond with flying was cemented when he and his Aunt Bill rode in a biplane flown

by a barnstorming pilot. From that day forward, he devoted himself to aviation. Tom joined the Army in WW II and trained to be a B-25 pilot. He flew missions in North Africa in support of General Montgomery's troops, in Sicily in support of General Patton's forces, and in Italy in support of the Allied invasion. He was awarded the Distinguished Flying Cross after leading a hundred plane mission that knocked out the Kalimaki Aerodrome near Athens. He successfully completed 59 combat missions in Europe without losing a plane in his command. Tom spent the remainder of the war flying in the Pacific, ultimately transporting POWs back to the U.S. from Japan. While on leave visiting family in Texas, Tom met Renna, the love of his life. 1946 was an eventful year, Tom hired on with United Airlines and was based in Seattle. Renna soon joined him and they were married on April 13. Together they raised three children, Ann, Marilyn, and Doug. During Tom's time with United the family moved to Denver and then eventually back to Seattle in 1970. Tom flew DC-3s, DC-4s, DC-6s, DC-7s, DC-8s, and finally DC-10s in his 32 years with the company. After retirement, he taught aviation courses at Green River Community College and inspired the next generation of pilots. Tom and Renna spent much of their retirement flying and traveling around the world and visiting their eight grandchildren and nine great-grandchildren. Happily his last trip in an aircraft took place just this last summer when he took a flight in a B-25: his 60th mission. On January 2, 2008, he taxied out, received clearance from his family who surrounded him and quietly lifted off for his final flight at 12:55pm. Tom is survived by his wife Renna, his daughters Ann, husband Dennis Siemsen and Marilyn, husband Robert Chadwell, his

son Doug, wife Patti, his grandchildren Lynne, John, Mary, Jennifer, Toby, Kelli, Tom and Kevin, his great grandchildren, sister Mary Perrigo, sister-in-law Jody Meads and six nieces and nephews.

JOHN W. SCHOONHOVEN

I sadly report that Captain John Schoonhoven quietly flew west Feb 15. Like so many others who flew with him I much admired and respected him not only as a pilot but for his high principles and generosity.

John and Marguerite lived for over 50 years on their beautiful ranch near Evergreen, CO raising three daughters who followed him into the air as Stewardesses.

When their health forced them to move from the ranch their generosity was exemplified by donating part and selling part of the ranch to the Jefferson County open space system with the stipulation that no part could be developed.

The entire parcel is now the Flying J Ranch Open Space Park, with sweeping meadows and tall pine tree covered hills, the public will enjoy for ever.

John's Airline Ratings ran from the Boeing 247 to the Boeing 747 with all the Douglas types in between. He took delivery, on United's behalf, of the first B747 at the factory.

After retirement at age 60, John was not through flying big airplanes. He flew for Eagle Air Lines in Iceland, Delta Air Transport in Belgium and instructed briefly in Pakistan, Belize, and Canada.

Back home on the ranch he built his own air strip on a steep hill that looked like a ski jump when he took off in his Stearman biplane or Cessna 180.

John flew for Air Life Line now called Angel Flight West, a group of pilots who offer their time plane and gasoline to fly sick or injured children, who live in remote places, to big city Hospitals or Doctors. He never declined a request.

To celebrate his 70th birthday he flew his Stearman around the perimeter of the United States taking 54 days

To celebrate his 80th birthday he flew his Cessna 180 to and from Iceland via the Greenland icecap.

John flew till age 88 often joining our group of retired UAL pilots who flew every Wednesday to one "exotic" place another in search of the perfect hamburger.

He will be missed,

Mack Connelley

WILLIAM E. SHENK

My mother asked me to contact RUPA to inform you folks of my fathers passing – William E. Shenk. Dad retired from the 777 in 1999 after over 30 years of service to United. He lost a 5 year battle to cancer on March 7, 2008 and passed away in his home in Bozman, Maryland. Services will be at the Bozman Methodist Church on Saturday March 15, 2008 at 11am. If there is other information that you typically garner during these situations, please feel free to ask. Thanks.

Sincerely,

Jim Shenk

WILLIAM EVERETT SHENK

William Everett Shenk of Bozman, MD passed away on Friday, March 7, 2008 at his beloved home. Bill was 68 years old.

Born May 10, 1939 at his family home in Garrett, Indiana, Bill was the son of Audra Frazier Shenk of Easton, MD and the late Francis Edward Shenk.

After graduation from Garrett High School in 1957, he attended Indiana University. He enlisted in the U.S. Army in 1961 where he attended the Army Language School in Monterey, CA, becoming a Serbo-Croatian linguist. Bill was transferred to the National Security Agency at Fort Meade, MD until his honorable discharge in 1964. That same year, he was hired by United Airlines where he served until his retirement in 1999 as a Captain and Flight Check Airman on Boeing 777's. His love of flying took him all over our country and Europe. During his retirement he became involved with Easton Airport and was appointed to its board of directors. He served as President of the Board until his death.

Bill enjoyed his sons, grandchildren, and daughters -in law, flying his 1937 Luscombe, racing cars, riding his Harley, reading, fishing in Michigan and Texas, driving for Norris Ford, attending and watching Redskins games and playing golf with his friends at Hog Neck.

In addition to his mother, Bill is survived by his wife of 46 years, the former Sharon Claxton; two sons, Charles William Shenk and his wife Kristin

of Easton, and James Franklin Shenk and his wife Noreen of Glen Rock, PA; six loved grandchildren, Georgia and Noah Shenk, Jacob and Kyle Shenk, and Hayley and Brenden Roman; and one sister, Karen Zriny and her husband Bob of Louisville, Kentucky.

Memorial services will be held on Saturday, March 15, 2008 at 11:00 AM at Bozman United Methodist Church, Bozman, MD.

Private inurnment at Arlington National Cemetery will follow at a later date.

In lieu of flowers, memorial donations may be made to Talbot Hospice Foundation, 586 Cynwood Drive, Easton, MD 21601 or Bozman United Methodist Church, PO Box 152, Bozman, MD 21612. Our family thanks each and all of you for the well wishes, thoughts and most of all the gift of prayer during his long battle against cancer.

CHARLES H. SMITH

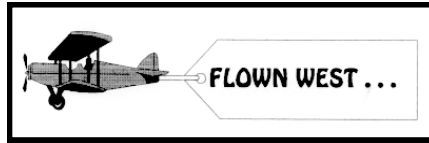
Captain Charles Smith takes his last flight; I am certain he will pass with "Flying Colors". Pray that we will Join Him.

Captain Charles H. Smith went West this morning, March 17, 2008. Charlie came with United in July of '45. His avocation, hobby and profession was Aviation. He loved his small airplanes but most of all he valued his privacy.

As per his wishes, there will be no services. However the Family plans a memorial picnic when summer weather is here.

Cards and letters to the family at:
23823 W. Lockport St., Plainfield, IL 60544





CLARK E. WOODWARD	10/27/2007
HUGH M. CHANCE	11/13/2007
C. WESLEY OLNEY	12/17/2007
THOMAS ORVILLE PIERCE	01/02/2008
ROBERT ALAN FLICK	01/05 2008
DAVID FIELD TOMPKINS	02/08/2008
HOWARD A. SHAW	02/10/2008
JOHN W. SCHOONHOVEN	02/15/2008
DAVID FITZGERALD	02/23/2008
THOMAS A. GREENE	02/23/2008
EUGENE F. MONGAN	02/29/2008
WILLIAM E. SHENK	03/07/2008
CHARLES H. SMITH	03/17/2008



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

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 Wed. PHX Roadrunners— *Please call for directions* - 480-948-1612
2nd Thu. Oct-Apr. SE FL Gold Coast— *Flaming Pit* - 561-272-1860
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—*Wellington Restaurant, Arlington Heights* – 630-832-3002
2nd Tue Jan, May, Sep. McHenry (ORD)—*Warsaw Inn* – 815-459-5314
3rd Thu Feb, Apr, Jun, Oct, Dec. NE FL —*Spruce Creek CC* - 386-760-0797

Quarterly Scheduled Lunches

3rd Wed. Jan, Apr, Jul, Oct. Washington Area—*Westwood CC* - 540-338-4574

Semi-Annually Scheduled Lunches

Deadline: April 18, 2008

Mailing: May 2, 2008



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PERIODICALS

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