



RUPANEWS

Journal of the Retired United Pilots Association

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The renewal date for your subscription is always printed on your address label. Even if you paid last month, it is reminding you all year.

If you move or are a “Snowbird”, the P.O. only forwards the “NEWS” for 60 days.

RUPA is currently running at a loss - we must charge for replacements and 1st class postage.
1 or 2 replacements: \$2.50, 3 or more: \$4.75 per mailing. Check to Sec/T, please.

Send your \$25 renewal check (made out to RUPA) and/or your updated information to:
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PRESIDENT'S MESSAGE

I'm pleased to announce that we have completed site arrangements for the 2009 RUPA Convention. It will be held September 24 - 28, 2009 at Embassy Suites Tech Center in Centennial, CO. This is not a downtown location because the downtown rates were prohibitive. It is located near the Denver light rail which will allow easy access to downtown and other locations (senior rates apply). We will be arranging and announcing tours as they become finalized.

It is my hope that you are keeping in mind that we need to maintain a strong RUPA. The key to this is an active membership. Please continue reaching out to those in your area, to encourage nonmembers to join and those who are inactive to become active again.

I feel one of the significant ways you can contribute to RUPA is by writing your annual letter. There are people out there who think about you and would like to hear how you are doing. If nothing else, when you send your RUPA check, just enclose a short note that says "I'm still here". It doesn't have to be long and involved.

Larry

ABOUT THE COVER: The Tale of the Arab Flight Crew

The brand spanking new Airbus 340-600, the largest passenger airplane ever built, sat in its hangar in Toulouse, France without a single hour of airtime. Enter the Arab flight crew of Abu Dhabi Aircraft Technologies (ADAT) to conduct pre-delivery tests on the ground, such as engine runups, prior to delivery to Etihad Airways in Abu Dhabi. The date was November 15, 2007.

The ADAT crew taxied the A340-600 to the run-up area. Then they took all four engines to takeoff power with a virtually empty aircraft. Not having read the run-up manuals, they had no clue just how light an empty A340-600 really is.

The takeoff warning horn was blaring away in the cockpit because they had all 4 engines at full power. The aircraft computers thought they were trying to takeoff but it had not been configured properly (flaps/slats, etc.) Then one of the ADAT crew decided to pull the circuit breaker on the Ground Proximity Sensor to silence the alarm.

This fools the aircraft into thinking it is in the air.

The computers automatically released all the brakes and set the aircraft rocketing forward. The ADAT crew had no idea that this is a *safety* feature so that pilots can't land with the brakes on.

Not one member of the seven-man Arab crew was smart enough to throttle back the engines from their max power setting, so the \$80 million brand-new aircraft crashed into a blast barrier, totaling it.

The extent of injuries to the crew is unknown, for there has been a news blackout in the major media in France and elsewhere. Coverage of the story was deemed insulting to Moslem Arabs. Finally, the photos are starting to leak out.

DANA POINT HARBOR LUNCHEON

Tuesday May 20, 2008

We've come to take it for granted here in our part of the country, that the weather will always be pleasant, and sure enough, that's what we got. Even though we are in a cooling trend (temperatures in the high 90's to 100 degrees over the previous weekend) we still managed to get together on the veranda under the blue umbrellas with temperatures in the mid-70 range. Not too shabby.

Various articles and photos in the current *RUPANEWS* seem to always give us a departure point within which to begin our many and varied discussions. Welcome to our new editor Denis O'Malley and his commentaries. HUMOR FOR LEXOPHILES and other corn-ball attempts at humor are enjoyable and get us primed for our own joke-telling episodes as we did today, but we did miss the presence of our master humorist, Park Ames.

Discussion ensued on the party preparations to be held at Bob and Taywan McGowan's home in Villa Park on June 3rd. By the time this letter is published, the party will be history, but if last year's get-together is any indication, I'm sure everyone will have had a great time, and some money will be raised for the RUPA Foundation.

Following were present: Ed Ahart, Carlos Bernhard, Bruce Dunkle, John Grant, Rudy Haluza, Jack Healy, Ed Judd, Bob McGowan, Bill Meyer, Bill Rollins, Glenn Schwarz, Bill Stewart, and your correspondent, Joe Udovch.

I'd like to inject a little personal commentary

In reading some of the write-ups sent in from many of the luncheon groups, I note that there seems to be some inertia exhibited when it comes to attendance at those luncheons. (That is, getting off your "fat duff" and mixing with people). Come on now folks; this is your mental health and well-being we're talking about here. The organization of this group (RUPA) in the San Francisco Bay Area region was originally done to bring together a convivial bunch of people who had shared a variety of experiences over their lifetime of working for, what at one time was a very great and fun company. And, after all, what is a company but those people who made it work, and that was US. I, personally, was impressed when our new president, Larry Wright, spoke at our local Dana Point luncheon in March, about rekindling and reinvigorating some of that same spirit of joie de vivre that we had when we shared those work experiences and friendships with people we knew on the airline. Although, for a variety of reasons, I have not been able to take advantage of attendance at any of the conventions, I have heard nothing but gushing praise from people who did attend and were presented with well-organized and enjoyable experiences, whether going to the various air museums in Seattle and Washington, DC or going to sea on the many cruises. Common experience is something that binds us all, and the many animated anecdotes about folks we've known (for good or bad) and things we've done (also good or bad) that I get to share monthly with my Dana Point comrades, gives me a boost that keeps me going for the following month and coming back for more. I think I'm not alone in this, and along with my compatriots here in Southern California, who I believe generally share these same views, I'd like to offer encouragement and support to Larry and his cadre of folding-and-stuffing troops, as well as the rest of the staff which administers and edits our fine *RUPANEWS*. The stated intent to bring in as many new and lapsed retirees to the membership ranks, although working up against the aforementioned inertia, is a noble and attainable goal, and can only lead to a better organization with a much larger reservoir of shared memories to draw on.

Cheers, *Joe Udovch*

<p style="text-align: center;">United Airlines Historical Foundation</p>

<p style="text-align: center;">Send donated artifacts to: United Airlines Flight Center Mail Room, Attn: Tom Angelos 7401 Martin Luther King Blvd., Denver CO 80207 Phone 303-780-5537</p>
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SFO RUPA ANNUAL PICNIC

**Thursday, August 7, 2008
1130 - 1500**

**Flood Park
215 Bay Road
Menlo Park, CA**

**Cost: \$25.00 per person
Payable to : D. L. Wright
605 Joandra Court
Los Altos, CA 94024**

Reservations by: July 25th

Directions: From Bayshore Freeway (US 101), Exit Marsh road toward the ocean. Turn left on Bay Road (after the RR tracks) and continue .7 mile. Turn left into FLOOD Park. No fee for parking, age 62+.

**A small plate of hors d'oeuvres
and your own flatware is optional.**

TO ALL CONCERNED:

Any of you who know me know that I am a pretty laidback person. I'm only motivated to write this because of one of the latest emails that was sent to me stating "*I learned everything I ever wanted to know about RUPA the day I discovered that scabs were welcome to be members, actually embraced in their ranks.*" That statement is absolutely untrue! The following are facts about RUPA that everyone should know.

To start with, I would like to give you a little RUPA history. I took over as Sec/Treasurer in 1995 from George Howson. George was 84 and had been medically retired from United, legally blind, and had held the office for almost 30 years. George didn't know a scab from a hole in the ground and gladly accepted all retirees in order to grow the ranks of RUPA. George had pretty much been a one man show for many years, but the job had really out grown him.

When I took over there was a lot of work to do to bring the organization up-to-date. Together with Floyd Alfson and several others we got the job done. I held that office for about ten years and was President for two.

Every year I would get a list of pilots who would reach their sixtieth birthday in the coming year, until this year when the retirement age was raised to sixty-five. I have a scab list just like the rest of you, and believe me, there was never a scab invited to join RUPA on my watch!

There is no truth to the statement that "*scabs were welcome to be members, actually embraced in our ranks.*" I don't know how anyone could ever get that idea. I was a strong union member in 1985 and walked the Picket Line in SFO and HNL shoulder to shoulder with many of you. Just look at who we have on our Board of Directors, Floyd Alfson, Rich Bouska, Sam Cramb, Milt Jensen, Ron Jersey, Milt Jines, Howie Jundt, Bruce McLeod, Denis O'Malley, Walt Ramseur, Bill Smith, and Arvid von Nordenflycht. They all walked the Picket Line with you as well and have the same strong feelings you have toward scabs. A great disrespect is shown to these Gentlemen when you make the statement, "*scabs were welcome to be members, actually embraced in our ranks.*" For those of you with short memories, Bill Smith was fired from United when he flew his Stearman towing a banner supporting our strike. I think something similar happened to Bruce McLeod as well. Fortunately, they were reinstated when the new contract was finalized. If you look at the list of our past Presidents you will see that they were all strong union members as well. The only thing our officers are guilty of is doing all the work that is required to keep RUPA operating. RUPA gets a lot of suggestions on things we should do but very, very few volunteers.

RUPA is strictly a social organization, and if you will read the short history of its beginning on the inside cover of the annual directory it states "*RUPA got its start in 1963 when Dick Petty wrote Bill Kennedy suggesting the retired pilots of UAL form a Social Organization to keep in contact with each other.*"

Now let's talk about the *RUPANEWS*. In 1996 I talked Jock Savage into taking over as our editor. Any of you who knew Jock know that he had very strong opinions about labor and politics. I would have loved to be in the room if anyone had ever said to him that he "*welcomed or embraced a scab into our ranks.*" Any of you who knew him, what do you think he would have said? I'm sorry that I keep coming back to that statement, but I can't help but think it just wasn't well thought out.

Anyway, back to the *RUPANEWS*. Jock's thinking was that since RUPA is a social organization, he would keep all political and provocatively controversial letters out of it. I personally know that many times he had to hold himself back from making a comment when a subject was brought up over which he would have loved to debate someone. I can't tell you how many times I sat on a bar stool with him and discussed and/or debated issues. Believe me, Jock was no "shrinking violet" and he lived for controversy and a good debate. After reading all the caustic and critical comments in recent emails, I'm convinced more than ever that Jock was absolutely right and was a visionary concerning the damage such polarizing disagreements could do to RUPA.

I just had my wife, Rose, count the number of members' letters printed in the *RUPANEWS* in 2007. It added up to about 13% of the membership which is probably a close average for every year. That means that 87% of our membership is a silent majority who undoubtedly understand that many of you were screwed by the airline and are hurting and disillusioned by what happened. Consequently, of the 13% who wrote letters, less than 1% made ignorant or uninformed comments which we all found offensive.

We know that many of you are angry and rightfully so. However, let's not demonize RUPA. As I said before, RUPA is just a social organization with many individual area groups all over this country who meet for good fellowship and to swap a few stories about their flying careers.

Every organization has a few disgruntled members, let's not let that small percentage of our membership spoil it for everyone!

These are my heartfelt thoughts, and I hope they are received in the spirit of healing that I intended.

Cheers, *Cleve*

clevespring@comcast.net

THE NORTH BAY RUPA GROUP

The May lunch meeting of the North Bay RUPA group was held on the first Wednesday, May 7th, at the usual spot...the *Petaluma Sheraton's Tolay Room*. The meeting got underway about 12:30 pm with introductions of new attendees, J.C. Brandt, who flew over from Cameron Park, and Steve Filson, who were welcomed by the group. A quick update was given on the latest industry news, and the latest Union bulletin was passed around. Some discussion was had regarding the latest proposed round of "incentive pay" for the professional work done by the current uaua management team, and the "merger" situation.

On the Bulletin Board were photos of the AA flight, DAL/CDG, that flew for hours with vibration and noise from open belly access doors, along with a report from a very nervous in-flight crew. George Hise addressed the group with information regarding retiree health insurance, and much discussion ensued. A few old aviation books/magazines were passed around for perusal, then the group got down to serious remembrances, and story telling...some "famous names in aviation" had their stories retold, and their fame grew!

Some recalled the famous list, on the wall of the men's room, at the old ORD dispatch center...great memories!

Attending: John Loughran, Bill Greene, Barney Hagen, J.C. Brandt, Bob Grammar, Rick Saber, Leon Scarbrough, J.R. Hastings, Al Milotich, Steve Filson, Bill McGuire, George Hise, Jim Mansfield, Dick Smith, Larry Whyman, Dick Hanna, Bill Smith, Bob and Doris Donegan.

In our neighborhood? Drop in and join us...first Wednesday, around noon... transportation from the airport can be arranged!

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

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

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 & Mrielyn 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 Koepp
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

SEC/T MUSINGS

Sorry, we have had a problem with the RUPA email address on Page 2. The right one is **rupa.sectr@yahoo.com**. It was always on the page, somewhere. If you have an email address – USE IT, PLEASE – for email, address and personal record changes. It also gives me a chance to correct the many out of date ones we have. Don't send them to Denis – he has to send them to me. Do send your annual letters to Denis by email, PLEASE!! Cleve & Ted – hey -- they're history, man -- just retired pilots like you!!

We only have one snail mail address: PO Box 275, Half Moon Bay, CA 94019-0275. That has been it for a LONG time. Mail sent to other addresses will soon automatically go to the "Dead Letter" office.

No more 800 number, no more dedicated RUPA phone number, no FAX – over the last few months the 800 number cost was averaging close to \$7 per call, and most of those by members with email addresses(?)

'nuf for this month, *BruceM*

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

THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

The April 16th 2008 co-ed luncheon was held at the *Westwood Country Club* in Vienna, Virginia.

EK Williams started the meeting by welcoming our visiting ladies and then we remained standing for moment of silence for those who had Flown West since we had last met.

Capt. Hunter Perkinson

Capt. K.C. Myers

Capt. William J. Burroughs

Capt. Bill Shenk

We also had a moment of silence in memory of the families of the Virginia Tech shooting victims.

We all enjoyed a great lunch consisting of a green salad, sliced breast of turkey and pie.

After lunch, Herb Pettitt introduced Asst. Chief Pilot DCAFO Captain James Simmons. Captain Simmons gave us a candid general outlook of the airline industry and some of the changes that will probably be occurring in the near future. The most obvious changes will be company mergers, equipment grounding, reductions in capacity and other cost cutting measures. Also discussed was how the age 60 rule changes have affected the operations.

Thanks and appreciation to:

Roger Lemieux and Bud Ruddy for manning the phone.

Hal Cockerill & Earl Jackson for handling check-ins.

Theresa Ruddy for the flower arrangements. Jon Beckett for writing the reports.

Fred Streb for coordinating the luncheon with the country club.

Jerry Goebel for his handling the membership data.

First time attendees were:

Mrs. Mary Jane Crowther

Mrs. Gale Seaton, daughter of Andy Yates

We had 52 attendees:

Al Badrow, Jon Beckett, Meredith Beckett, Ray Best, Hal Cockerill, Tom Coffey, Mary Jane Crowther, Julie Davis, Paul Davis, Ed Duffy, Peg Duffy, Eleanor Forsythe, Jerry Goebel, Bill Golemon, Larry Grube, Chuck Heid, Earl Jackson, Tony Keffer, Fred Keister, John D. King, Nize King, Roger Lemieux, Dave Malone, Frank McKenzie, Lew Meyer, Dolores Miller, Ed Miller, Susie Miller, Truman Miller, Ofelia Nickel, Bill Nolan, Edna Nolan, Barbara O'Brien, Ward O'Brien, Marilyn Pasley, Ralph Pasley, Herb Pettitt, Laura Pettitt, Lee Prior, Ab Rainbow, Bud Ruddy, Theresa Ruddy, Bernie Schwartzman, Gale Seaton, James Simmons, Fred Streb, Jim Turner, Betty Williams, E.K. Williams, Betty Wolf, Andy Yates.

Our next is meeting will be stag on July 16, 2008

Jon Beckett

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

WHERE THE PENSIONS WENT

On June 13, 2006, Judge Lefkow of the U.S. District Court in Illinois, in a 26-page ruling, stated: **ORDER**
*“For the reasons stated above, the court accepts the bankruptcy court’s proposed findings of fact and conclusions of law as modified. The court concludes **that the termination of the Pilot Plan is necessary to avoid an unreasonable increase in PBGC’s liability.** A decree of termination will issue and the termination date is fixed at December 30, 2004.”* (Page 26)¹

That’s not something we didn’t already know, but the 26 page ruling narrates the history of the legal proceedings during the previous 4 year bankruptcy, so it is one good place to find facts. The first part of the history that interests us concerns the Letter of Agreement and what the contract said about the Plan termination, and I quote from the ruling: (Page 3)

*“United and twenty-seven related corporations filed voluntary Chapter 11 cases in the bankruptcy court on December 9, 2002. Thereafter, United entered into negotiations with ALPA regarding the Pilot Plan. United and ALPA ultimately reached an agreement to modify the collective bargaining agreement to **eliminate the pension plans created by the collective bargaining agreement.***

*On December 17, 2004, United filed a Motion to Approve Letter of Agreement Modifying Their Collective Bargaining Agreement with ALPA. The bankruptcy court denied this initial motion but later approved a modified version of the agreement. Both versions of the agreement provided, inter alia, that **ALPA would not “oppose the Company’s efforts to terminate the A Plan under 29 U.S.C. § 1341(c)”** as long as United did not seek to terminate the Pilot Plan before May 2005. Both versions further provided that **the Pilot Plan would “remain in full force and effect” until United met the requirements for a distress termination under 29 U.S.C. § 1341, and that nothing in the Letter of Agreement “shall be construed, deemed or characterized by UAL or the Company as any agreement of any form by the Association that the A Plan should be terminated.”** [Editor: “inter alia”= L. “among other things”]*

The Company claimed it could not get Exit Financing if it had to maintain the employee Defined Benefit Plans, and was going to replace all Plans with Roth 401K Plans (or similar), which did not require burdensome funding contributions from the bottom line, in periods of economic slowdowns, when Plan values dropped at the same time that the Company was weakest. This was for the Bankers, in my opinion, and reading anything beyond that, into it, is unreasonable.

Now, some retired pilots claim that, through treachery, the active pilots “gave up” the A-Plan and their pensions. The fact is the active MEC was not opposed to a “Split-Freeze” plan which could have allowed the A-Plan to continue for the current retirees, only. However, the PBGC felt the Plan’s asset level was so underfunded, using its considerably lower growth rate, and had to be taken over, ASAP. ALPA and URPBPA actuaries even claimed in a document that the A-Fund was actually at 105% of the requirement for a “continuing” Plan, and was capable of paying full “Qualified” pension increment checks, until the last retiree died. The claim was never presented as evidence, but was an accompanying document in the PBGC termination date trial. I confess I believed it for some time. It could have been true **if** everyone accepted the “rosy scenario” based on both an unrealistic value and growth rate. This would have been all there was to fund the “Qual” increment, and wasn’t presented until after the PBGC’S insolvency determination, anyway. Many Fund values circulated, all based on different growth rates.

The Non-Qualified part of the pension was unhedged “promises” to the retired pilots, and considered just another debt of the Corporation, that, like the rest, was paid-off in pennies on the dollar, if that much, --in new United stock. The Active pilots could never have legally forced those “promises” to be paid, even by striking. An illegal strike would have forced a Chapter 7 Liquidation of the Company and destroyed their jobs, as well as the other employees’. Not much wiggle room, there.

Without getting into the many “what ifs”, and trying to explain everything in less than a book, the one thing everything depended on was what the PBGC said the A-Fund was actually worth, and what they required UAL to contribute, for it to continue. United explained in a 90 page Memorandum, that to satisfy the Government, it would have to add Hundreds of \$Millions between 2005 and 2009, and that did not include funding for the “Non-Quals”. That was just to keep the A-Fund, and it was impossible to find.

All parties, ALPA, PBGC, and UAL, had to agree to a new URPBPA Plan, but it was unrealistic to expect UAL to fund any amount. United said “No” and from that point in March 2004, our A-Plan was dead, and the PBGC had to take responsibility for providing its level of benefits. Subsequent trials and appeals in 2005 and 2006 were only about whether the Plan was declared terminated as of 12/30/04 or June 2005. No conclusive evidence was shown that allowed the Courts to overcome the PBGC’s claim of ***unreasonable increase in PBGC’s liability*** if the Plan continued beyond 12/30/04, when notice was originally given.

I feel URPBPA led us to believe, in all of 2005 and 2006, that the Courts held the Plan in the balance, when it was already hopelessly dead. Maybe they thought something was possible, who knows? I accept that answering all our questions was just too complicated a task, in less than a book and a movie, but Roger and the URPBPA Directors definitely should have spoken out against the emotional charges blaming the active pilots and the Bankruptcy Judge. URPBPA still is trusted by most of its retirees, and should add its voice to quell the lies and false charges that fuel the split between active and retired United pilots. Now is not too late.

Denis O Malley

The entire Lefkow ruling can be found on a URPBPA’s website link in the June 13, 2006 Update. It intimates that the A-Plan was terminated by the Courts, and does not tell the real reason. The Courts merely ruled on when the Plan termination took effect.

<http://www.ualpilotpension.com/>

WASHINGTON NORTH SOUNDERS RUPA

I'm sending this from Sapporo, Japan on a Japanese computer so not too sure how it will turn out, but will try to get the report on our last N. Sounders gathering to you for the next whatever month *RUPANEWS*.

The North Sounders (Seattle area from Everett/Snohomish to the Canadian Border) gathered at the *Farmhouse Inn* near La Conner Tuesday, April 9th. P.H. (Whitey Myers) presented his road map to success in the battle with the IRS on the Medicare Refund debacle. If you desire info call Whitey at (360) 398-2940. The Mt. Vernon/La Conner area is the Tulip capital of the U.S. (?) so several of the couples took in a tour of the tulip fields just coming into bloom. Quite a sight!! Our gathering dates are not predictable. I do hope to reserve a space at the *Bayview State Park* (beach front) for July or August so watch for my emails re: same.

Thanks to Whitey and Cheryl Myers, Glen and Madeline DeVore, Al and Debbie Shiner, Jim and Emma Barber, John Bermingham, Al Black, Carl Carlsen, Chuck George, Jim Glendenning, Jim Marshall, Truman Sterk, Bob Tanons, Gus Tuit, and Tom Turner for their attendance.

From Sapporo, Japan —Matta attodai or See ya later, **tĀdwood**

AT \$110 OIL - THERE'S NO EASY WAY OUT.

AIRLINE MARKET PLANNING HITS THE REWIND BUTTON

Boyd Group article

Tumble to it: from every financial and strategic perspective, the airline industry's just gotten nuked.

The reality is that \$100+ oil is not going away. A lot of airplanes and a lot of markets are now well below the financial waterline. That by itself means that much of the air transportation system - as currently structured - is essentially non-economic.

Going forward, a lot of things are going to be different. Schedules, market flows, and fleets need to be re-structured... and fast. There's no time for airlines to form vapid task teams and engage in backroom political posturing. The bomb's been dropped, and the financial neighborhood they've known for the last 20 years has been vaporized. This is not a cyclical change. It's one that dictates a whole new approach to the US air transportation system.

Add to this the possibility of a consumer downturn (albeit at least partially created by sensational media reporting with no basis in fact) and one thing is clear. It's DEFCON 1 time for the US airline industry.

One key competitive factor: leadership and vision in the airline front office. Just as doing nothing can be lethal, so can doing the wrong things. Airlines with the strongest, most decisive and most focused CEOs are those which have the best chances of crafting solutions for the future.

Those few carriers with CEOs who wait to get crib sheets from outside advisers before making a decision are essentially deer in the financial headlights. And they'll probably make the wrong decisions, anyway.

Air Transportation System: Shrinking Fast. The point is that constriction, not consolidation, may be at immediate hand.

That's because at \$3+ a gallon jet-A, the number of communities that can be economically served - regardless of the number of airlines in existence - is going to drop like a baby grand off the 43rd floor. As our Global Fleet Forecast has noted, not one airliner in the US skies was designed with \$100 oil in mind.

Consolidation of airlines may or may not occur. Eventually. What is certain, however, is the near-term reduction in air service levels. What's also certain is that several cost components of the airline business will need to change very quickly, or we're going to see not just less flying, but less airlines - mergers or not.

One of these, as we pointed out last week, is the imperative to shed large numbers of RJs that are being leased on a fuel-cost-plus basis. Delta has already announced the end of RJ service to SLC from BLI and FAR, as well as ATL RJ service to ISP and ACY.

And these are likely just the warm-up act to one whale of a chainsaw application to the air service network as we know it today.

Another outcome may be the acceleration in retirement of older, paid-for mainline aircraft that were previously expected to remain in-fleet for the next several years.

Running Full Airplanes And Bleeding Cash. The fact is that fuel costs have come over the transom in many markets that may have until recently been system-revenue contributors. An Airports: USA® flow analysis of ISP-ATL directional traffic and revenue indicates clearly why Delta has no choice but to dump the route as quickly as possible. These data are from analyses of 3Q 2007, factoring in estimates of current fuel costs.

Thin is the only way of putting it. Considering that almost two-thirds of the ISP-ATL passengers are connecting to other flights, the system contribution is microscopic, if at all, particularly when spill is factored in.

When the ASM costs may be pushing 17 cents or higher, even with an 83%-plus load factor, the combination of escalating fuel prices and the fact that much of the flow traffic is connecting on to other high-cost flights, we have a conclusion: the ISP-ATL market's become a threat to Delta, not an asset.

It's not just Delta. American, for example, is saddled with a fleet of 37-seat and 44-seat ERJs, which enjoy most of the sector costs of their larger 50-seat siblings.

High fuel costs can be lethal to markets in all sectors of a comprehensive network carrier (CNC) system. That in turn is threatening to undermine one of the key advantages the comprehensive network carriers have had compared to LCCs: the flexibility to access stronger and more diverse revenue streams.

Much of the new business-travel revenues are being generated from emerging secondary cities in the Midwest and the Deep South . They have small populations that are not supportive of larger units of capacity, but have new industrial plants that generate strong incremental domestic - and strong international - traffic. As smaller jets become increasingly non-economic, the ability of CNCs to access these revenues starts to go south, and fast.

Then there's the "servo effect" of cutting hub spokes. There's less feed, and that means some diminution in revenue to other, currently-viable hub spokes. It weakens the entire system to one degree or another.

After 50-Seaters, The Next Plane Up Is 130+ Seats. Maybe. There's no question that RJ economics have been going in the wrong direction for years. The Boyd Group accurately forecast a glut of these machines well before OPEC and hedge funds started to get frisky with oil price games. But the real danger now is that most US carriers are stuck with the "100-seat capacity gap."

Take American. As 50-seat (and smaller) jets gravitate toward the operational dog pound, the smallest pieces of iron AA has are 140-seat MD-80s. (Give or take the miniscule Eagle fleet of 25 CRJ-700s.)

That describes a decision conundrum that's pretty ugly. AA can operate markets with RJs that provide negative system margins, or operate them with airliners way too large and too sector-cost expensive, or drop such markets entirely.

This also points to the possibility of AA retiring a number of MD-80s (nee "Super-80s") from its fleet to cut costs. Or NW suddenly slashing out the last of its DC-9s from its fleet. (Note that these are the mainstay of the NW focus operation at IND , along with CRJs. Conclusions can be drawn.)

Air Traffic Control Hit: Time Just Ran Out. The airline industry is not entirely the victim in this mess. The industry has known for decades that the deteriorating ATC system was costing it billions annually - excess costs that today are contributing to the need to slash flying.

In 1994, The Boyd Group testified to Congress regarding the enormous excess cost burden being inflicted on airlines due to the obsolete and deteriorating ATC system. The bottom line then was \$5 billion in excess costs, all up. Internal studies by United and American indicated around \$1 billion being drained just from those two carriers. Along with the ATH Group, we noted that airline CEOs should "form a conga line" into the FAA Administrator's office, demanding action. Their companies and their passengers were being materially harmed by the lack of ATC progress at the FAA.

That was 14 years ago. Nothing - yes, nothing - has been done to substantively address the ATC issue. It's gotten worse and worse year after year. And far from a conga line, the airline industry took the role of cheerleader on the cocktail-party circuit for a succession of Administrators whose main claim to fame is that they consistently accomplished nothing. At the FAA, "nothing" is the operative word when it comes to ATC.

Political correctness has a price - we estimate that the \$5 billion is now around \$9 billion. The FAA's NextGen scam is fully supported by the industry, which means they're several zip codes away from supporting anything but continued failure. But it's too late now. There's no fix on the horizon. The \$9 billion that the airlines could be saving is still going down the financial garbage disposal.

Red Pencil Days In The Planning Department. Airlines have very little leeway. And very little time until the situation starts to punch serious holes in their cash piggy-banks. They can't do anything now about the 12% - 15% extra flying necessary to be scheduled due to ATC inefficiencies. Labor is in no mood for more concessions - quite the contrary. A lot of costs have already been cut in the wake of 9/11. The concept of

dynamic management of the entire airline production line (such as the Attila(R) system from the ATH Group) is still foreign to most carriers.

All this points to only one immediate option: cutting back on flying to cull a growing number of loss leaders such as FAR-SLC and ISP-ATL.

Airline planners will be drawing red lines through a lot of markets in the weeks ahead. Partially or entirely shutting down wholly-owned small jet providers, such as Comair or American Eagle, is not out of the question. (And the potential for selling them off is zero. Let's get real. If they can't make money with these entities, an outside buyer can't, either.) It's possible that some current connecting hubs may be cut way back - maybe to the point of reducing a couple to being, at best, focus city operations.

Some big announcements are likely. For mid-size and small airports, the next few weeks may not be much fun. Exciting. But not fun.

THE SEATTLE GOONEY BIRDS LUNCHEON

The Seattle Gooney Birds gathered on the first real nice day in a while. There were 17 members present for lunch and conversation. Jokes and news of fuel prices were the topics of the day. Best wishes to Keith Blue who was scheduled for hip replacement surgery on May 19. In attendance were: Jim Bleasdale, Dave Carver, Chuck Westphahl, Marc Gilkey, Dave Gardner, Toby Dunlap, Bill Stoneman, Gerry Pryde, Dean Turner, Don Anderson, Herb Marks, Dick Anderson, Ray Dapp, Rex Joseph, Neil Johnson, Keith Blue, and *Bill Brett*.

TREASURE COAST SUNBIRDS

As Captain John Pinter (acting Flight Manager) reported in his last article, IF we had enough UAL pilot/Floridians left on the Treasure Coast in May we might have another luncheon (NOT that any of us need it) left in us. Well (and that is a deep thought), we did and we DID. On Tuesday, May 13th we "mustered" at The Chief Pilot's (Jim Dowd) watering hole and solved most of the world's problems in about 90 minutes. By the way, THE Chief Pilot continues to recover nicely (has started hitting golf balls again) and if no further complications, intends to head up North in the middle of June some time.

At the conclusion of the luncheon meeting, we all wished each other well, safe travel and NO HURRICANES followed by "so long for now" and see you in November.

I'd like to thank Captain Pinter very much for reporting the activities of our April 8th meeting in such an imaginative and eloquent fashion. Although I spent quite a bit of time in the CLE domicile myself, I never did realize that a CLE Crazy could be quite so articulate with the written word. After reading such a well written document, I would suggest that our Chief Pilot watch out for one Captain Pinter. I suspect that he has higher aspirations than any of us knew about or thought him capable of.

Don't tell him I said that. By the way, Egypt was phantastic and I highly recommend it. The people are friendly (tourism is their #1 Industry), the Nile River is incredible, and the Pyramids and Sphinx are everything you can possibly imagine them to be and then some. I highly recommend that you put Egypt on your things to do list.

Take care everyone, have a GR8 Summer and we'll be back in touch in the Fall. We expect that our 1st meeting in the Fall will be on Tuesday, Nov. 11th at *The Mariner Sands CC*, on US 1 in beautiful South Stuart, FL. If you are in the area, you are very welcome and please stop by. Our meeting start at 11:30 and our Chief Pilot's phone # is 772-286-6667. Give Jim a call and let him know that you're coming.

Bob Langevin (Ass't. Chief Pilot, RUPA-SUA)

Subject: Northrop History

Decades before "geeks" and "nerds" altered the world. Young pioneers changed the world not with "brick and mortar" but with wood, bailing wire, canvas and later, aluminum.

THE ACORN DAYS - AMAZING HISTORY OF US AVIATION

Denham S. Scott

How many of you know that in 1910 the mighty Martin Marietta Company got its start in an abandoned church in Santa Ana, CA? That's where the late Glenn L. Martin with his mother "Minta" Martin, and a mechanic named Roy Beal, built a fragile contraption with which Glenn taught himself to fly.

It has often been told how the Douglas Company started operations in 1920 by renting the rear of a barbershop on Pico Boulevard in Los Angeles. The barbershop is still there. The Lockheed Company built its first Vega in 1927 in what is now the Victory Cleaners and Dryers at 1040 Sycamore Avenue in Hollywood. Claude Ryan who at 24 held a reserve commission as a flyer, had his hair cut in San Diego one day in 1922. The barber told him how the town aviator was in jail for smuggling Chinese across the border. Claude investigated and stayed on in San Diego to rent the old airfield from the city at fifty dollars a month and replace the guy in the pokey. He agreed to fly North instead of South.

In 1928, the Curtiss Aeroplane and Motor Company, Transcontinental Air Transport (now TWA) and the Douglas Company chipped in enough money to start North American Aviation, a holding company. The present company bearing the Northrop name came into being in a small hotel in Hawthorne. The "hotel" was conveniently vacant and available because the police had raided it and found that steady residents were a passel of money-minded gals who entertained transitory male guests.

After Glenn Martin built his airplane in the church, he moved to a vacant apricot cannery in Santa Ana and built two more. In 1912 he moved to 9th and Los Angeles Streets in downtown Los Angeles. Glenn Martin was then running a three-ring-circus. Foremost, he was a showman who traveled the circuit of county fairs and air meets as an exhibitionist aviator; secondly, he was an airplane manufacturer. He met his payroll and bought his lumber, linen and bailing wire from the proceeds of his precision exhibition flying. His mother, "Minta" and two men ran the factory when Glenn was risking his neck and gadding about the country. One of these was 22-year old Donald Douglas who was the whole of his engineering department and the other was a Santa Monica boy named Larry Bell who ran the shop.

The third circus ring was a flying school. It had a land plane operation in Griffith Park and later at Bennett's Farm in Inglewood; and a hydroplane operation at a place that's now part of the Watts District. A stunt flyer named Floyd Smith ran it. One of his first pupils was Eric Springer, who later became an instructor and then Martin's test pilot, still later the test pilot for the early Douglas Company, and then a Division Manager.

Between Eric and Floyd, they taught a rich young man named Bill Boeing to fly. Having mastered the art; Boeing bought a Martin biplane, hired Ross Stem, Glenn's personal mechanic, and shipped the airplane to Seattle. Later, when it crashed into the lake and Boeing set about to repair it, he ordered some spare parts from Martin in Los Angeles.

Martin, remembering the proselytizing incident with Ross Stem, decided to take his sweet time and let Boeing stew. Bill Boeing said, "To Hell with him", and told Ross Stern to get busy and build one of their own. Boeing had a friend named Westerfelt and they decided to form a company and build two airplanes. These two "BW" airplanes bore a remarkable resemblance to the Martin airplane which, in turn, had been copied from Glenn Curtiss. There seems to be a moral about customer relations and product support mixed up in this episode.

During WWI, a bunch of sharpies from Wall Street in New York got control of the Wright Company in Dayton and the Martin Company in Los Angeles. They merged the two companies into the Wright-Martin Company. They sent a young man named Chance Vought to be their Chief Engineer. Donald Douglas lost no time in quitting and went to work for the U.S. Signal Corp.

The Wright-Martin Company started building obsolete “Standard” biplanes and Hispano-Suiza engines, with the latter under a license agreement with the French Government. Martin told them what they could do with them, and took off for Cleveland, taking Larry Bell and Eric Springer with him. Having the backing of a baseball mogul to build a new factory, he was soon joined by Donald Douglas who went to work and came up with the design of the Martin Bomber. It came out too late to see service in WWI, but showed its superiority when General Billy Mitchell made everyone mad at him by sinking the captured German battlefleet. The deathblow to the allegedly Dreadnaught “Osfriesland” was delivered by the Douglas designed Martin Bomber.

At Cleveland, a young fellow called “Dutch” Kindelberger joined the Martin Company as an engineer. Also a veteran Army pilot from WWI named Carl Squier became Sales Manager. His name was to become one of the most venerable names in Lockheed history. Back in 1920, Donald Douglas had saved \$60000 and struck out on his own. He returned to Los Angeles, found a backer, David Davis, rented the rear of a barbershop and some space in the loft of a carpenter’s shop where they built a passenger airplane called “The Cloudster”.

Claude Ryan bought this a couple years later, which made daily flights between San Diego and Los Angeles with it. This gives Ryan the distinction of being the owner and operator of the first Douglas Commercial Transport, and certainly a claim to be among the original airline passenger operators.

In 1922, Donald Douglas was awarded a contract to build three torpedo planes for the U.S. Navy, Douglas lived in Santa Monica, but worked in Los Angeles. Way out in the wilderness at what is now 25th Street and Wilshire Boulevard in Santa Monica, there was an abandoned barn-like movie studio. One day Douglas stopped his roadster and prowled around to investigate. The studio became the first real home of the Douglas Aircraft Company.

With the \$120,000 Navy contract, Donald Douglas needed and could afford one or two engineers. He hired my brother Gordon Scott newly over from serving an apprenticeship to the Martinside and the Fairey Aviation Companies in England. Gordon was well schooled in the little known science of Aviation by 1923.

My first association with some of the early pioneers occurred when I visited my brother Gordon at the barn at 25th Street. I found him outside on a ladder washing windows. They were dirty and he was the youngest engineer. There were no janitorial services at the Douglas Company in those days.

Gordon introduced me to Art Mankey, his boss and Chief Draftsman, and four of his fellow engineers. There was a towhead guy called Jack Northrop, a chap named Jerry Vultee, and a fellow named Dick Von Hake who was a reserve Army flyer. Jack Northrop came from Santa Barbara where he had worked during WWI for the Lockheed Aircraft Manufacturing Company. The fourth member of the Engineering Group was Ed Heinemann*. They were all working on the design of the Douglas World Cruisers. Shortly afterwards, Jack Northrop left the Douglas Company in 1926. Working at home, he designed a wonderfully advanced streamlined airplane. He tied back with Allan Loughhead who found a rich man, F.E. Keeler, willing to finance a new Lockheed Aircraft Company.

* Personal Note: My Dad was an early Navy Aero Engineer with an Aero degree from MIT in 1929. He was on the SB2C Helldiver BuAir Design Team pre WWII. In those days the Navy designed the planes and the contractors made them. He spent years working with Mrssrs. Grumann, McDonnell and Ed Heinemann, among others. I had the distinct pleasure of spending a day with Mr. Heinemann six years after my Dad died. It was 1972. I was CO, VF-102 and had two crews attending Top Gun so I went to their graduation at Miramar and Mr. Heinemann was the speaker. He had designed the AD, A3D and A4D. He told me how my Dad would fly out to Palmdale from DC, they would fly a few hops, come up with some fixes to known problems, have them done in the machine shop, fly again to see if they worked, and after getting the desired results, Mr. Heinemann would put the changes into effect in the factory and my Dad would fly back to DC to approve them. No dollars changed hands!! Mr Heinemann was lamenting how things had certainly changed by 1972 - and I am sure it's worse today. Ed C.

They rented a small shop in Hollywood and built the Northrop designed Lockheed "Vega". It was sensational with its clean lines and high performance.

In May 1927, Lindberg flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Vega was built, William Randolph Hearst, publisher of the Hearst newspaper chain, bought it and entered it in the Dole Race from the Mainland to Honolulu, which was scheduled for 12 August 1927.

In June 1927, my brother Gordon left the Douglas Company to become Jack Northrop's assistant at Lockheed. He also managed to get himself hired as the navigator on the "Golden Eagle", the name chosen by Mr. Hearst for the Vega which hopefully would be the first airplane to span the Pacific.

The race was a disaster! Ten lives were lost. The "Golden Eagle" and its crew, including my brother, vanished off the face of the earth.

With its only airplane lost under mysterious circumstances, a black cloud hung heavily over the little shop in Hollywood. However, Captain George H. Wilkins, later to become Sir Hubert Wilkins, took the Number Two airplane and made a successful polar flight from Nome, Alaska to Spitzbergen, Norway. After that a string of successful flights were to put the name of Lockheed very much in the forefront of aviation.

At Lockheed, Jack Northrop replaced the lost Gordon Scott with Jerry Vultee.

In 1928, Jack quit the Lockheed Company to start a new company in Glendale called Avion. Jerry Vultee then moved up to become Chief Engineer at Lockheed. He hired Dick van Hake from the Douglas Company to be his assistant. A young man named Cliff Garrett joined the Lockheed Company as the driver of their pick-up truck.

I went to work at Lockheed shortly after the "Golden Eagle" was lost. I became the 26th Lockheed employee. The Vegas were made almost entirely of wood and I became a half-assed carpenter, generally known as a "wood butcher".

In 1929, Jerry Vultee quit the Lockheed Company to start the Airplane Development Company, which became the Vultee Aircraft Company, a division of E.L. Cord, the automobile manufacturer. He later merged with Reuben Fleet's Consolidated Aircraft Company to become Convair. When Vultee left Lockheed, Dick van Hake became the Chief Engineer.

In the meantime, Glenn Martin closed his Cleveland plant and moved to Baltimore. His production man, Larry Bell, moved to Buffalo to found the Bell Aircraft Company. Carl Squier left Martin to tie in with the Detroit Aircraft Company which had acquired the Lockheed Aircraft Company and seven others. They hoped to become the "General Motors" of the aircraft business! They appointed Carl Squier as General Manager of the Lockheed plant, which moved to Burbank in 1928.

At this time, General Motors had acquired North American Aviation, which consisted of several aircraft companies in the East. Ernie Breech, formerly with Bendix but now with General Motors, hired "Dutch" Kindelberger away from Douglas to head up the aircraft manufacturing units. "Dutch" took Lee Atwood and Stan Smithson with him. The companies involved were Fokker Aircraft, Pitcairn Aviation (later Eastern Airlines), Sperry Gyroscope and Berliner-Joyce. Kindelberger merged Fokker and Berliner-Joyce into a single company and moved the entire operation to Inglewood, California.

Thus, a handful of young men played roles which profoundly affected all of our lives and the lives of millions of other Americans. They changed Southern California from a wasteland with a few orange groves, apricot and avocado orchards and the celluloid industry of Hollywood to a highly sophisticated industrial complex with millions of prosperous inhabitants. This technological explosion had some very humble and human beginnings. The "Acorns" took root in some strange places: a church, a cannery, a barbershop, but from them mighty Oaks have indeed come to fruition.

From a speech given by Mr. Denham S. Scott to the AIA on March 19, 1968 from: <http://www.navworld.com/navhistory/acorndays.htm>

Reprinted from NAAR (North American Aviation Retirees Bulletin) - Summer 2001

LETTERS

RICHARD (DICK) BENNETT

Dear Denis,

Your letter in the May issue of *RUPANEWS* is really excellent and I thank you for publishing it. Further, I am very grateful to you and all the other Rupa officers who keep us in touch with each other through your good work.

While I thought your idea of a centerfold in the *NEWS* was a good one, we are in a world of political correctness and maybe it would be best to just raise the fees for postage so that you don't have a cost restraint along with the other duties of the office. I am certainly willing to ante up whatever it takes and I rather think most of the guys feel the same.

The work you have done regarding researching the pension situation is a huge gift to all the pilots. Your approach of seeking the simple facts is clearly in everyone's best interest. I hope your next report includes the reason why URPBPA won't give us any answers. It seems to me that we paid for that information and so it should be available to us. I wonder if they are still involved in reviewing the final pension determination and hence must remain on the sideline.

At any rate, United and the PBGC have been remiss in informing us how much we are really due and how our funds are being invested. We pilots are left with a lot of reasons to be suspicious of both groups and your research of the **facts** will give us all a better sense of comfort regarding what is going on and hopefully some feeling of justice in the process

Thanks and best regards,

Richard (Dick) Bennett, DENFO retired '98

Dick

BUDDY DECOSTERD—Kaneohe, HI '65-2000

My mail just arrived and there was my copy of the *RUPANEWS*. I checked the mailing label, and it said that I was going to "expire" on 4-26-08, my birthday.

Hey! That means that I'm 74 years old. I jumped up and looked in the mirror, and sure enough all my hair had turned white. I checked the parts list, and other than the need for a new memory stick, things seem to be operating in accordance with the lifetime guarantee.

Alice, my wife of 48 years, still remains cancer free after five years! Praise the Lord.

Aloha, *Buddy* DCA SFO ORD IAD HNL SFO

RON & BETTY DENK—Summit, NJ

Hi Denis: The big news in the last year is that Betty & I became grandparents for the first time when our daughter Maria and husband Matt had a baby boy named Neil. Nah, we won't spoil him! Our other daughter, Kathleen and husband Jake are now based at Wright-Pat where he is pursuing his masters in Aeronautical Engineering at the Air Force Institute. As a Naval Aviator he is benefiting from inter-service cooperation. In one visit to Dayton, Betty & I spent three full days at the Air Force Museum. Awesome! We continue to enjoy reasonable health with just the normal bumps in the road.

I'm still deep in camera club photography as president of our local club. This, despite the fact that I'm one of only three members' still shooting film. Someone has to keep Kodak & Fuji in business.

EWR-JFK *Ron & Betty*

JIM & YVONNE GLENDENNING—Mt. Vernon, WA LAX, DEN, SFO, ORD 1968-93

Big news this year. We sold our McMansion overlooking the Stuart Strait on Camano Island and bought a McCottage in a 55 and over community in Mt Vernon. Less work, less maintenance, and lower taxes. Had to divest a lot of "Stuff," but, what the hey, we can't take it with us.

My old Navy Squadron, VAW-13, held its first reunion in San Diego in June. We had a memorial service for those we lost in Vietnam and those who have passed on since leaving the squadron. It was held aboard the USS Midway, which is now a

Naval Museum docked in San Diego. Since it was the ship we flew off while at Yankee Station it was especially fitting that the memorial be held there. There are plans for future reunions.

In September I was privileged to be invited to attend a dining in of VAQ-130, which is stationed at NAS Whidbey Island. We didn't have dining ins when I was on active duty so it was a treat for me to be a guest at the affair. They were preparing to shove off for a tour in the Middle East aboard the USS Abraham Lincoln. For those who have not been to a dining in it was a full mess dress affair that served as a farewell party, a time for speechifying, and, especially, a time for toasting. On top of that the food, served by the venerable Hope Island Inn, was outstanding.

The striking thing for me was how YOUNG they all were, even the CO and XO. Also new were the female pilots, who certainly held their own in proposing ribald and off-color toasts. VAQ-130 is the squadron that succeeded VAW-13 switching from the old piston driven EA-1F to the EA-6B, which is a dual-jet. The EA-6B is now 40 years old and has been a workhorse in the fleet, but will soon be replaced by the EA-18 Growler, a much higher performance aircraft with improved active and passive electronic countermeasures. All in all it was a great evening.

The Com Officer of VAQ-130 has been sending e-mails back to us about the progress of their deployment. A lot of their tales bring back memories of years aboard the Midway and other carriers. Most probably don't know that I served 13 years on active duty and 8 years in the active reserves, so my Navy roots run nearly as deep as my UAL roots. And, yes, the retired pay along with eligibility for Tricare has certainly been a comfort since the bankruptcy.

Our health is good considering we're in our 70s now. Life is good, the universe is, no doubt, unfolding about as it should.

Many thanks to those who produce the newsletter. Still enjoy reading it though I recognize fewer names every year.

Jim and Yuone

BOB HEYDON— Quincy, MI

16 years "out to pasture" and still enjoying the freedom from Flight Mgrs., frequently lousy schedules, and the self-inflicted uncertainties of my 200 mile commute to/from O'Hare. Those were great years! At 76 this year, still enjoying reasonably good health & staying busy with several volunteer activities.

Gave up trying to Winter in Florida, and pulled in my fences (back to Michigan), and though this past Winter was the coldest in several years (tell Al Gore =^;;^=), the energy efficient home I designed & built here has proven to be comfortable all year 'round.

Last Summer ('07) I spent 2 weeks in Williamsburg, VA as a voting delegate from Michigan to the (annual) National Congress, Sons of the American Revolution. As a "bonus" my younger daughter lived there at the time, and her older sister flew in from FMY for 3 days of a great family reunion., Then hauled my little travel trailer [my defense from "gawd-awful" hotel bills] up to the mountains of eastern PA to visit an old (former Naval Officer) friend--- then home to MI. All previously planned travels for this year have been cancelled due to the insane cost of gas.

Now devoting my time to writing letters to my Senators & Congressman, complaining about: 1. The unpublicized *conspiracy* to create the "North American Union" and build the NAFTA Super Highway. 2. The coming (2011) reinstatement of the DEATH TAX. 3. The "Alternative Minimum Tax" which has been diminishing our retirement investments / deductions for the past 3 years.

Still enjoying E-mail contact with a few of our old UAL friends, picket-line compatriots like Blackwell & Geo. Brinkman, old Navy/USMC Squadron Buddies -- [even a stray Canadian (or three)]. My thanks to all of you "out West" for keeping this publication going. And though I recognize fewer names each year, still welcome many of the articles. Please keep up the good work. Check's in the mail to Bruce (my "New-Hire 'Stick Buddy'" in OCT '65 in DC-6 2nd/OFF training..et.al...(that year I took a 2/3 cut in pay just to **join** the team) --- wouldn't change a thing!!! Life is GOOD!!!

Bob retired92@earthlink.net

ABOVE & BEYOND: MISSION UNACCOMPLISHED

By William Campenni Air & Space Magazine, May 01, 2008

On a January night in 1969, I strapped into the right seat of a Pennsylvania Air National Guard Boeing C-97 at Travis Air Force Base in California for the next leg of a two-week odyssey from our home at Willow Grove Naval Air Station to Cam Rahn Bay in South Vietnam. We went through our checklists for a late-night takeoff for the next stopover, at Hickam Air Force Base in Hawaii. I was a new second lieutenant, six months out of pilot training, still mastering where all the circuit breakers were and remembering to check that the floor hatch to the lower deck was closed before I stepped into the cargo area.

The C-97 was a derivative of the B-29 bomber, with the fuselage sliced in half longitudinally and a fatter second deck added on top to make the aircraft more suitable for cargo than for bombs. It had the same engines and wings, and a glass greenhouse for the flight deck, which made for great sightseeing or a 100-degree oven when transiting the tropics at low altitude. Its propellers were driven by four 3,500-horsepower Pratt & Whitney R-4360 Wasp engines that were the culmination of piston-engine technology before jet engines appeared. With engines being driven to their limits, they failed much more frequently than today's jets. As a result, crews unaffectionately called the C-97 the Boeing Tri-motor.

For missions across the ocean to short, hot atoll runways, the norm was 195 mph cruise at 10,000 feet. The range, about 2,760 miles, was typical for four-engine prop jobs of the era, and complemented the Almighty's placement of those infinitely small coral islands across the Pacific. Our leg to Honolulu, 2,415 miles, remains the longest open-water stretch in aviation. In the middle you are more than 1,150 miles from the nearest speck of dirt.

Soon we were well out to sea, sharing our Pacific skies with a billion stars. At 8,000 feet we listened enviously to the position reports of the C-141s and C-135s far above us, doing in four hours what would take us more than 10. As we approached the equal time point—the halfway mark—which in those days actually was marked on the sea by a Coast Guard ship, *Ocean Station November*, one of the 28 cylinders in the number-four right outboard engine blew a crack in its head. This required immediate feathering of the propeller—turning the blades to an angle that minimized drag—before the oil pressure in the amazingly complex prop dome dropped too low to drive the prop to the feather position. If you failed to do this, the prop would windmill at increasingly higher revolutions per minute until the shaft sheared off, flinging the prop free and too often in the direction of the fuselage, a scenario that had already brought a few C-97s down.

We feathered the prop and finished the checklist. No sooner were our emergency procedures completed than the loadmaster came forward and told us sparks and flames were coming out of the nacelle of the left inboard engine. Later investigation would show that the starter shaft had sheared—not at the designed shear point, near the drive gear, but at the far end of the shaft. Now we had a shaft rod flailing around in the cowling, threatening to gouge the cowling innards clean. We cut that engine to idle so that the remnant would be sheared off or would no longer scour the innards, but the engine was no longer putting out power. We were now a Boeing Bi-motor. We were headed back to San Francisco, and we were at the one place in the world most remote from any land. Just flying the airplane became an ordeal. With our load we couldn't hold altitude on the remaining two engines, even at full throttle. The asymmetry of thrust made full rudder trim inadequate, so one of us had to hold constant and considerable pressure on the rudder to keep us straight. It was only when we got down to 1,000 feet that we were able to hold altitude with full bore on the throttles, but it was not likely that we could keep those engines and props going at takeoff power for the four-plus hours back to landfall. A night swim in the north Pacific looked like a sure thing.

Ocean Station November, normally a quick fix and a position report, became the communication lifeline for our Mayday call and request for a launch of a Coast Guard rescue HC-130 Hercules out of San Francisco. As we struggled eastward, they would head west to intercept us and prepare for our ditching.

Every moment was consumed by some pre-ditching preparation: raft breakouts, crew duty assignments, navigator position updates (this was pre-GPS—navigators did it the Polynesian way, with the stars). Amazingly, the overworked props kept turning, and after a couple of hours the fuel burnoff allowed us to throttle back a wee bit. As the right-seater, I spent a lot of time setting up for the water egress from the right side of the airplane and copying the elaborate ditching brief from the Coast Guard escort, who was now in UHF radio range. I was fascinated by the catalogue of services the Coast Guard was going to provide: data on swell direction, sea state, winds, and wave heights; laying down a flare trail on the sea for a pseudo-runway; dropping a raft for us. I also remembered my checkout training, just six months earlier, in which the instructor pointed out that the C-97 was a "good" ditching airplane, averaging 11 minutes of float time. That was marginally comforting. After a Pan Am Stratocruiser—the commercial version of the C-97—ditched at *Ocean Station November* in 1956, all passengers were rescued, but that was in daylight and on calm seas. Then I recalled the instructor also said a C-97 that had ditched off the Azores floated for 10 days until it was deliberately sunk as a hazard to shipping. It wasn't rocket science to compute that 10 days factored into that 11-minute average meant those other C-97s must have sunk like stones.

We rendezvoused with the Hercules about 500 miles out. At least now we would have company, and somebody would know where we went in. Then a weather update added a new issue. From the coast inland, the San Francisco Bay area had an 800-foot overcast, and the shortest path from the Farallon Islands—27 miles off the coast—to San Francisco would go right past the city's 900-foot-tall Twin Peaks, their tops penetrating the overcast, and we still weren't in a position to climb. We decided to head for the Golden Gate Bridge. We could see its lights under the coastal clouds, and could break it out on the radar. After that it was a right turn down the bay to San Francisco. Ditching now would be no harder than breaking out of Alcatraz.

After getting clearance from San Francisco tower for any approach, a look eastward across the bay revealed the lights of Travis Air Force Base in the clear, with an inviting straight-in approach to an 11,000-foot runway. We proceeded to Travis with a grateful wave-off to our new Coast Guard friends, and landed, on wheels and tires, nice and dry.

It took two days to replace the number-four engine and repair number two. Then we were ready to try again to make the run to Cam Rahn Bay with fresh cargo, this time with me in the left seat. As I pulled back on the yoke and lifted the nosewheel off, a loud bang and a huge flame erupted from the lower corner of the windscreen, followed by a dazzling electrical arc. We aborted the takeoff.

With the aircraft slowed and under control, we saw that the little phenolic block that was the plug for the window electrical heater had shorted out and melted. It also set on fire the nylon escape rope used to lower yourself out that window in case of fire. Back to the ramp for another repair. Getting a new windscreen from home station would take days, so we asked a guy from the sheet metal shop if he could make a replacement for the melted plug. We gave him the glob and he looked at it with a somewhat puzzled expression, then said he'd give it a try.

The next morning the sheet metal guy drove up, jumped out of the truck, and proudly handed us the replacement, saying that he was up most of the night making it. It was a perfect copy—not of the original rectangular block, but of the melted blob we had given him. We called it a day and arranged for a new window from home station.

Having now used up most of the two weeks our citizen airmen had taken from their civilian jobs for this trip, we gave up and headed back home to Willow Grove the next day. Somewhere over one of those flat states in the middle of the country we ran into thunderstorms and got struck by lightning. By now such events were anticlimactic. All engines kept running, nothing was on fire, and a whole continent was beneath us. The yellow caution and warning lights blinked off. We yawned and continued home to Pennsylvania. While I was changing clothes in the pilots' locker room for my drive home, the training officer popped in and asked if I was still interested in the simulator emergency procedures refresher I had put in for the following week. "Never mind," I told him, "I just completed the long course." The next year I transitioned from many-motors to single-engine fighters. It seemed a lot safer. At least I wouldn't have to worry about losing two engines again.

JACK HILDERBRANT—Fort Collins, CO

Hello there! Check is in the mail for another year. I support raising the dues but I don't have too much hope for a positive vote. Many years ago we were in Las Vegas after flying a gambling charter from New York enjoying the free dinner and show that the Stews had coerced from Big Julie. When the check arrived it was stamped "Complimentary, Do Not Pay, Gratuity Not Included." The big spending Captain threw down a big one dollar for his share. The S/O and I made it up with ten dollars each. Ah, the good old days.

Not much to report from here. I am still employed at Habitat for Humanity supervising the construction of the houses although our plans for this year have been scaled way back compared to previous years. Donations are way down and we just don't have the money. Also I sat on fifty Eagle Scout Boards of Review last year. Any time you have any misgivings with today's youth, talk with one of these great kids. They will recharge you. Last fall I went back to Newburgh, NY for my fiftieth HS school reunion. Bought a ticket on Delta and it sure was nice not to go through the hassle of SA travel. United was not a consideration for me. They can shut that operation down tomorrow and it won't bother me.

Two years ago I wrecked on my bicycle and spent a week in the hospital recuperating from a collapsed lung, broken ribs, collar bone, and shoulder blade. They had to fasten the collar bone back together with a plate that lasted for a couple of weeks until it came loose.

My wife Pat, a former stew from LGA is very active with her garden club, quilting and is still on the board at our local battered woman's shelter. They are also having funding problems. We need to replace the whores in government with some honest people. Unfortunately, I don't have much hope for that to happen. They have encouraged the export of our jobs to China and are now encouraging the illegals to come here to displace the low income citizens all in the name of lower costs and more profits. The only import that they don't encourage is low cost prescription drugs.

I enjoy the news from the people that I used to fly with. I miss the layovers but I sure don't miss the all night trips. capjak@frii.com *Jack*

MILT JINES—Carmel, CA

Denis, thanks for stepping up to the plate and accepting the job of *RUPANEWS* Editor. And thank you, Ted Larusson, for your sterling job in the past. We sincerely appreciate both your efforts. Sunee and I are enjoying life in Carmel, doing our artwork (she paints, I sculpt). We have become totally "absorbed" in the art community down here and are enjoying it immensely. *Milt*

ED. JUDD—San Clemente, CA.

Hi Denis, My thanks to you for taking over a big job. June is my birth month and I think I may be a little late for the June issue, if so I am sure it will be there in July.

Things are good for Lorraine and I, in the last year she was declared cancer free, and we are gradually returning to a normal life, its seven years since the cancer was discovered and five since the operation, we are truly fortunate people. There has been very little travel in our lives during that time except for a couple of trips in the Baron. Speaking of the Baron, it is back up for sale, anyone interested, can get all the details on the Trade a plane web site at: <http://tappix.com797166>. It's a nice bird.

Now that I got my sales pitch in, my thanks to the rest of the good people that make the *NEWS* possible, and regards to a lot of old friends out there. *ED*

KENT O'BRIEN—Santa Rosa Valley, CA.

Denis: My year isn't up until September but I thought I would get my check in early. Put some with it to help with mailing costs. Hope others do the same.

Chris and I celebrated our fortieth wedding anniversary in May and have now been in this home in the Santa Rosa Valley (Camarillo) for ten years. It is a one story, ranch style, and no pool. Just what we were looking for. We feel like we are on vacation every day.

I still have my two airplanes at KCMA. The RV-8 gets flown regularly but the Aztec is more of a hangar queen. Only flew it twenty hours last year. Have tried to sell it

But who wants a twin airplane these days?

Had a small set back in April. I was standing on a step stool, waxing the top cowl of the RV-8. My buddies were waiting at the gas pit to fly for the two

hundred dollar hamburger. I stepped off and missed the first step. I heard my femur break before I hit the concrete floor. Knowing the leg was broken (much pain) my next thought was did I damage the new hip replacement from five weeks earlier that is on the same side. I was unable to move and my cell phone was at the other end of the hangar. Luckily Nate Hall was with me. Retrieved my phone and called 911.

Now have a plate and screws in my leg. A twenty inch incision and seventy staples holding me together. No cast but am in a wheel chair for another four weeks or so. Doctor says my replacement hip, and knee, is just fine.

As for Chris. She is busy as a bee. Takes care of all the landscaping of this acre and a half with no outside help. Even mows the lawn, but I got her a tractor to ride. She loves every minute of it.

My fifty year Santa Monica High School reunion will be in September and then we are looking forward to the RUPA Cruise in October.

Best to all, *Kent*

DAVE PARK—Moorpark, CA

Hello all, 75 years old and still waiting to see the "Big Picture". Probably won't understand it when I do. Just a note to say if you are in the Southern California area June 9th you might want to drop in to the Jack Broome ranch and join the Quiet Birdmen in our 38th annual "Round Up". Dinner, airshow and open bar gathering. The ticket is \$80 prepurchase and \$90 at the door. The ranch is just across the street from NAS Point Magu on Hwy 1.

Open to pilots only and sorry, no ladies. Call Don Allen @ 805-498-1668 or mail cheeks to Don Allen 882 Calle Laredo, Thousand Oaks Ca 91360. The ranch will open at 1500-airshow starts @ 1600. Take P Coast hwy 1/4 mile East of Las Posas Rd.(Pt. Magu) turn off. North on the Ranch Road-bear left at the fork-check MARKER sign.

When you purchase your tickets, tell Don Allen you are a guest of Keyman Dave Park. All manner of airmen will be there, the UALers seem to gather at the pool house next to the bar and popcorn machine, head on back and join up! Hope to see you at this, the largest Airman's social in So Cal.

Patti and I still "ride the rails at UAL", but we travel more often by Ford or Citabria, and I really don't like the seats in those d--n RJ's. Maybe I'll shrink when/if I get older. *Dave Park*

LEE SWOFFORD—Coppell, TX

I started this letter in April but here it is May and not in the mail yet. On April 19, I turned eighty six years old. I find it hard to believe I have lived so long... except for some aches and pains, I feel fine. I have noticed that I have stopped dreaming about flying. I still have airplanes in my life, for the outer marker for one of the DFW south runways is at the end of my street. Being quite deaf it does not bother me. I love to see them go by but it continues to amaze me that I used to really fly them.

I miss seeing my airline friends. It seems like every month there are fewer of them. KC Meyers was one of them. He was also my instructor when I checked out on the Viscount.

I love the little stories about things to remember. I did not experience all those listed but I had some and could add a few. Flying VFR from Washington to Buffalo with all the stops. Dogwood blooms in the spring and the beautiful Foliage in fall. Getting permission from the tower for a falls fly-by at night. With all the cabin lights out so the passengers could see the beautiful lights on the falls. Or, after a long and hot day of flying, arriving at the Norfolk motel and lifting the A/C cover and getting a cold beer and leaving a warm for the next crew. Or after an all-nighter to New York and instead of getting breakfast, being invited to the copilots room and watch him open his bag and getting a cold beer and raw oysters. I wonder if he still remembers.

Once a month a group of Veterans meet at the Air Museum at Love Field for a brown bag lunch. Swap War stories and have a short program. It is great fun. It finally dawned on me why I enjoy it so much. For a couple hours I am twenty one years old and having a great experience flying bombers over Germany.

Now that we finally have the right to carry firearms in the cockpit I would suggest a change in the weapons to use. The nine mil to the 45 have problems. They could penetrate too far. They could go through a person and hit someone else or damage the aircraft. Or not knock down the person you are shooting at. I would suggest that someone develop a double barrel pistol shooting a twenty or twenty eight gauge shell loaded with buckshot The barrel should be no longer than about six or seven inches. If that rig couldn't do the job you need more practice.

Keep up the good work.

Check is in the mail

Lee 1945 to 1982

THE TRUTH ABOUT HEART ATTACKS

I was given a copy of the April *RUPANEWS* by my friend, Julie Carson. I read the article by Dr. Bruce West, "Heart Attack Theories Are Mostly Baloney". This article is filled with so much outdated misinformation and half truths that it defies belief. I was outraged for the pilots who read the RUPA circulation and I wrote to Larry Wright of my feelings. He called me and we discussed this at some length. He asked if I would be willing to write an article for RUPA explaining my objections so that pilots would have another view of this most important subject.

I have been a Board Certified specialist in Internal Medicine with Cardiology as a subspecialty since 1956. As a Clinical Faculty member (associate Professor of Medicine) of Stanford Medical School I taught students the introduction to Cardiology with their first patients. I have worked closely with cardiologists as a member of the Executive Committee of the EKG reading panel of El Camino Hospital from 1962 until my retirement last April. This panel is responsible for the official interpretations of all EKG's done in El Camino Hospital, which average about 50 per day.

I have gathered and read each of the articles in Dr. West's "Notes" because I was thoroughly puzzled by how anyone could stray so far from the facts. You can readily see that the articles were written mostly 20 years ago and have long been superseded by new information. Additionally, he misinterpreted much of the data in the articles. Then, after digging further I discovered that Dr. West is a Chiropractor! He is a contributor to "Health Alert", a very dubious publication. I can safely say that nothing in his article is worth remembering except his admonition against smoking and his recommendation regarding stress, weight loss, and blood sugar control. In Dr. West's article he ascribes some of his information to his "trusted advisor", Tom Cowan, M.D. Tom is a self described Holistic Medicine specialist, but has no academic or research background and is not affiliated with any educational or investigational institution. You can read about him if you will Google Tom Cowan, M.D. and learn of the many areas in which he freely expounds. You can look up Bruce West in the same way and be appalled as I was by the statements he makes in his Health Alert publication. The two of them certainly have an economic motive in their views and the products they recommend.

I must preface my specific remarks to follow by freely admitting to my sincere belief in much of the practice of Alternative Medicine. Physicians today are much too medication oriented. We over prescribe and often order unnecessary tests or procedures rather than asking if this is really indicated or if there are safe alternatives. For instance, not every high cholesterol needs to be treated, but certainly every persistently elevated blood sugar needs to be. Herbs and other natural substances should not be dismissed as useless just because we don't understand their function. As long as they do no harm and do not delay urgently needed conventional therapy their use is appropriate. This is a far cry from Dr. West's advocacy of prophylactic Digitalis, Strophanthidin and Adrenal extract to ward off a heart attack!

Let's start with the basics. A heart attack is a condition where heart muscle cells die because they are deprived, due to a blockage in a coronary artery, of an adequate blood supply. This is an acute event but the blockage is caused by plaque which has been there for some time, much like a dormant volcano. Plaque is not an abstract concept and can readily be seen through a catheter inserted into a coronary artery. The sudden hemorrhage and clotting under the plaque, forces it into the already narrowed opening in the coronary artery creating a total or near total blockage. Which of the four principal coronary arteries is involved and how high up in their origin (like a river with tributaries as it gets smaller) it determines the area of heart muscle damaged. Current acute therapy of heart attacks requires initiation in the first few hours when the injured heart muscle is not yet dead. It also requires a hospital with the facilities to deal with this life threatening emergency on an immediate basis.

Plaque, which is the culprit in heart attacks, is a localized collection of mostly fat and cholesterol. It is often associated with elevated serum cholesterol but can occur with the cholesterol normal. Conversely, a high cholesterol is not associated with plaque formation in many people. The risk of plaque is the amount of encroachment it causes in the diameter of the artery. This is referred to as % of block. This is the really critical factor and there are a number of tests available to make a determination of this. First of all the

resting EKG is useless in this regard. A Treadmill EKG is often the first step and can often show evidence of local compromise in the blood supply to an area of heart muscle. There are both false positives and negatives in this test which often is resolved by the combination with a radionuclear substance such as Cardiolite or Thallium or doing the test in conjunction with an Echocardiogram. Often even with these tests, positive confirmation is needed to be certain that the degree of narrowing is sufficient to cause a heart attack. The "gold standard" is an angiogram in which dye is inserted into the coronary arteries and their diameter can be readily visualized and areas of blockage well delineated. New ultrafast CT scans are thought by some to offer similar accuracy and are non-invasive.

Treatment of the blockage is another subject and one in which there will probably never be full agreement. The same holds true for the treatment of elevated cholesterol. Many, including the pharmaceutical industry, feel that *any* elevated cholesterol should be treated with medication if diet alone is not effective. My own view is that a total patient history should be considered before drug therapy is decided upon.

The health and safety of pilots has long been of concern to me. Pilots have played a major role in my medical career, particularly United pilots because of their numbers. I was a Senior FAA Medical Examiner for 52 years prior to my retirement. You should base your decisions on proven facts and still be aware that even among experts there are disagreements. I hope that the above will shed additional information for review. An endorsement of these two individuals, who are clearly advertising their information for profit, should be viewed as a potential liability. Sharing a forum where different experts share their views might be less compromising from a legal and informative standpoint.

Frederic Costales, M.D.

[Editor's note: Dr. Costales's rebuke starts out admitting that he is "outraged" at an article written by a nobody Chiropractor, but goes on to agree with roughly 90% of what Dr. West, wrote. Maybe the real outrage was over the title, "HEART ATTACK THEORIES ARE MOSTLY BALONEY" (April RUPANEWS). He said West's article was full of "misinformation, half truths, and 20 yr. old, outdated info", but never tells us what it was. I always read West's articles, and don't think I'm alone in not swallowing everything he says, but he offers another opinion, that could be right. We all know that the medical community resists new thinking, and without getting into Galileo's problem, we should recall that Physicians "bled" their patients for over 2000 years, and only discarded the practice in the U.S.A. around 1900; George Washington was bled to death by his physicians. Science always protects its "truths" from "heretics".

It is very hard to follow these things from month to month, so I asked Ruperian, George Howell, who ardently follows new investigative medical science, to comment in advance, on the one important thing in Dr. Costales' letter that I discovered, but which, he and other experts, keep tripping over and disregarding: --the inflammation on the arterial walls. In Costales' own words, "The sudden hemorrhage and clotting under the plaque, forces it into the already narrowed opening in the coronary artery creating a total or near total blockage."]

Here are George's comments:

I thank Denis for allowing me to comment on the Costales letter. I am sure that the gentleman is a good and well-meaning person/doctor. He probably has helped many pilots to keep flying. However, I would like to point out that he came "of age" in his specialty at the same time that Ancel Keys, M.D., promulgated the "cholesterol" blockage theory. His letter infers that he still believes in that old theory as the cause of heart attacks, and I doubt if he can really let go of it. One prominent Swedish doctor (1) has stated that the well known Framingham, MA study about cholesterol was misinterpreted.

When Louis Pasteur, a chemist, discovered that germs he saw under his microscope caused illness, the medical community was sent scrambling to find ways to counter this new "germ" story. They had been telling patients that it was the bad "ethers" that were coming out of the swamps that caused illness. One Robert Koch, M.D., (2) came up with what is known as the "Koch Postulates". These old and worn out postulates from circa 1867 have the effect of hobbling the advancement of any theory that bacterial infections cause chronic illnesses. As Gerald Domingue, (3) Professor Emeritus at Tulane University,

states, "When it comes to L-form bacteria, Koch's Postulates cannot be fulfilled because it is impossible to duplicate all the variables involved in disease expression."

A search on the Internet for "heart attack" will show that the latest thinking is coming around to "inflammation" as the underlying cause, not cholesterol. Yet, the medical community will not allow itself to think about the cause of that "inflammation"..... IMHO, and others, too, it is bacterial L-form infection. If they cannot see that bacteria L-forms, alternate forms...[such as butterflies and caterpillars are the same DNA package but we see them in different forms], and prove it by growing them in petri dishes, they will not even consider that bacteria might be the cause. Some of these bacterial forms are so small as to be able to pass through the finest filters used to "sterilize" blood for transfusion and to "sterilize" material for vaccines. We acquire the L-forms from many sources throughout our lives.

CDC's (U.S. Center for Disease Control), paper published last year, (4), states, "Evidence now confirms that non-communicable chronic diseases can stem from infectious agents." That paper goes on to say, "However, it was the discovery that *Helicobacter pylori* (bacteria) can induce gastric inflammation that truly transformed conventional thinking about the non-communicable nature of many chronic conditions; in recognition of this groundbreaking achievement, Marshall and Warren were awarded the Nobel Prize in Physiology or Medicine 2005. These researchers have "demonstrated that eradication of *H. pylori* (bacteria) can cure most cases of peptic ulcer disease, a chronic condition long attributed to noninfectious factors such as stress, diet, smoking, and family history."

There are some similar papers published by researchers at Stanford University (5)(6), "which ought to make one realize that this isn't 'crazy talk' at all, and become a lot more interested and curious", said Dr. Trevor G. Marshall, PhD, biomedical researcher, Executive Director of the Autoimmunity Research Foundation.

Another: "What is clear is that the traditional view of coronary occlusive disease is undergoing a potentially radical change. Inflammatory activity in the vessel wall is now thought to play a key role in the endothelial dysfunction that leads to increased thrombogenicity and acute cardiac events, such as unstable angina and acute MI." Peter F. Cohn, MD Special to Cardiology Today July 2000

And from another part of the world, Nadaraja Bathirunathan, Visiting Professor, Dept. Transfusion Medicine, MGR Medical University, Chennai India, said, in an August 2005 article, "Microorganisms are probably one of the important agents initiating the atherosclerotic lesion."

While the Internet does have some very questionable information, it also has some very good information. The Internet was started to assist researchers to exchange information. All of the research data that was growing moldy in the medical school libraries are now being put into the PubMed (public Internet medical library) and other websites. Your medical records are, or will undoubtedly be, available on the Internet rather soon, to any "medical professional" with a need to see them.

As the saying that guns are bad because they kill people, does not recognize the underlying cause, so too, the saying that the basic, or underlying, cause of a heart attack is cholesterol blockage is wrong. Angioplasty, stent, by-pass surgery and cholesterol-lowering drugs do not get at the underlying cause; they may only support an outdated industry.

Costales is the one who is twenty years behind the times, I am afraid to say! But then, West and Cowan are not really up-to-date, either. The idea that bacteria are the underlying cause of CAD is new thinking that is not welcomed in many established places. And, to think in terms of bacterial L-forms is even harder to accept for the medical community, at this time.

However, you might have to be pro-active at getting at the underlying cause before that blockage is observed. In other words, you will need to use the correct Preventative Medicine.

George Howell

References: (1) <http://tinyurl.com/3kolb9> (2) <http://tinyurl.com/2yqsyn>
(3) <http://tinyurl.com/4arqh4> (4) <http://tinyurl.com/yhbneu> (5) <http://tinyurl.com/4akm7>
(6) <http://tinyurl.com/ybfo8l>

DON TOEPPEN—Arizona and Illinois

Hello to all RUPA friends! It is still April, so I'm sneaking in under the wire.

Mary and I are still living in the desert during the winter in a Del Webb community and participating in all the fun things to do. When the temperature goes into the three digit figures, we retreat to another Webb community in Huntley, IL, just 8 miles from Buck Hilbert's Funny Farm. We attend all UAL activities in both places--Life Is Great!

Among the UAL activities, a group meets for breakfast as Coco's in Sun City where we have a room that is 85 % United. If they become over populated, plain civilians will get a table or two. In Illinois a group of pilots from all airlines meet at "Papa "G's" in Huntley. Here again they have a smaller room off the main dining room and meet at 0900 Wednesday mornings.

We had an Arizona wide RUAEA luncheon on March 8 in Casa Grande. Had so many from the PHX area that we had a rental bus to take the attendees down there, eliminating the need for any of us to do the driving. There were about 140 in attendance. The name of the facility is "The Property", a facility the group uses every year. The food was great, and a group of UAL ladies who have formed a singing group provided the entertainment. They did an outstanding job!

The plans called for a tragic mistake. We stopped at a Casino on the way back! The mistake was that we left real money with the owners! No Airline Discounts there! Possibly other participants did better than Mary and I.

Our personal plans call for a trip this fall to visit the Adriatic coast in Croatia where Mary's family came from, as well as Israel. We'll give you a blow by blow report next year!

Mary and Don

WALT WHEATLEY—Castle Rock, CO

Thanks for the reminder my dues are due. I need a reminder of my retirement, although the PBGC check amount reminds me once a month.

Retirement has great perks, but lousy pay. One great perk was the arrival of our first grandchild last June. She baby-sits for Grandpa a few days a week.

Glad to know I am one of the younger members, nice to be young again. I retired a few months before the age change, not sure if that is a blessing or a curse.

I got to fly the DC-8, 747, 737, 727, 767 in the short time I was at United and should have flown the 777, but nine eleven prevented that. I upgraded from S/O to F/O in my first year and a half at United on the DC-8, those were some of the Good OLE Days, before 9-11. Let's not forget 9-11 as it is to blame for a lot of our woes.

Cheers,

Walt & Jane, 89-07,

DEN, ORD, LAX, SFO, DCA

WILLIAM T "BILL" WOOLFOLK—Orange, Va

Dear RUPA, Ted and all,

I am renewing early this year because I am at home recovering from lung cancer surgery. I am hoping to get my FAA medical so that I can get back to flying my RV-6.

Thanks to all those who work to get out the *RUPANEWS*. I look forward to each issue.

Regards to all, *Bill*

P. S. The check is in the mail.

DL LARRY WRIGHT—Los Altos, CA

(mostly) SFO '68-'95. Fortunately, nothing out of the ordinary occurred during the past year. A visit with out of town family and keeping tabs on local grandchildren and their parents is a full time job. During the past winter, we tried to visit our property in Eastern Oregon but most of the visits were cut short or did occur because of the heavy snows. We had ordered 1500 Ponderosa pine seedlings that we usually plant the last week in March but there was so much snow, we put it off until the last week in April. Upon our arrival we found some of the planting areas still covered in snow. We were able to plant 1000 trees and will have the other 500 planted by the time you read this letter.

We stumbled upon a great rent a car offer. If you rent a car in Florida and do not return it to Florida, you can get a rate as low as \$5 per day. We rented a car, drove 2300 miles over eleven days; dropped it in San Antonio, TX and the total rental charge was \$84. Along the way, we visited relatives, viewed the wildflowers and historic sites. This offer is available 1 April to 1 June by Hertz, Avis and possibly others. This offer is also available in Arizona, California and Nevada at slightly higher rates. If you want to do some traveling next spring, make inquiries with your local car rental company.

Larry and Pat

IN MEMORIAM

RICHARD BALLACK COOLEY

Richard "Dick" Ballack Cooley passed away Tuesday May 13, 2008 in Mesa, AZ. He is survived by his beloved wife of 61 years Margaret "Rick" Cooley.

Dick was born in Chicago, IL on June 15, 1918, the first son of Fred & Grace Cooley. He lived a full and varied life which included tennis (Dick was high school city champ in Chicago), photography (including the making of a hunting movie which was shown in theaters), rifle & archery hunting in various states as well as skeet & trap shooting. He was an avid fisherman, amateur radio operator and model train enthusiast. Together Dick & Rick owned an archery co. in Wisconsin and a 52 ft. sloop which they sailed on Lake Michigan. But Dick's main interest was the joy of flying which he supplemented in his youth by playing guitar in a band. He attended the Boeing School of Aeronautics in San Francisco. In his early years Dick was an instructor for the military in Cheyenne, WY and also contributed to aviation medical research. Although Dick was not in the military, he flew troops & equipment to Korea & Vietnam under the auspices of United Airlines. Dick flew for 49 years, with the last 10 flying the Chicago to Hawaii route as the captain of a 747. He was acknowledged by United many times for his skill & faithful service.

Dick helped Rick to fly and they flew their own Cessna 182 & Cessna 337 to Alaska, Canada and nearby states for hunting & fishing. Dick was a

member of the Quiet Birdman Club. In 1954 they took on the formidable task of building their own home in Palantine, IL. They moved to Mesa in 1990 where they enjoyed golfing at Red Mountain Ranch Country Club and made many life long friends. Dick and Rick were inseparable! Other survivors include Dick's brother Douglass R. Cooley & wife Ginnie and family of Amarillo, TX as well as sister-in-law Lynn Wienhoeber and her family of Palantine, IL. At Dick's request no services will be held. Memorials can be made to Hospice Of The Valley (602)530-6992, AZ Humane Society (602)997-7586 or R.E.S.C.U.E. (480)598-9410.

EARL DEWAIN MCKENZIE

Earl Dewain McKenzie took his final flight west on March 5, 2008.

He was born in Los Angeles August, 6, 1936 and grew up in Southern California and Arizona.

After he graduated from high school in 1953, he went into the Air Force and flew back seat on the F102 in Japan and Korea.

When he got out four years later, he went to Santa Monica City College where he played football and met his wife Kay. They were married in 1961 and, during their 46+ years of marriage, had a son, a daughter, grandson and granddaughter.

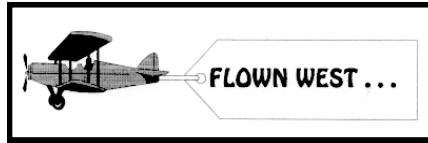
He then worked for Hughes Aircraft and took classes at USC. During this busy time he took up flying, got all his licenses and was hired by United Airlines in 1966.

He flew as second officer on the B-727 and the DC-8, first officer on the B-727 and DC-8, and Captain on the B-737, B-727 and the B-757/767 until he was medically retired in 1994.

I met Mac in 1980 while we were both on the DC-8 flying to Hawaii and have been best friends ever since. He was the toughest guy I ever knew.

During the last 14 years, he suffered through heart by-pass surgery, a kidney removal due to cancer, kidney dialysis, heart and kidney transplant, two leg surgeries, one a hip, femur and knee replacement due to the kidney cancer, gall bladder surgery, plus all the miserable side effects from the chemotherapy, and all while fighting diabetes.

Bill Whitlow



EARL DEWAIN MC KENZIE

03/05/2008

RICHARD BALLACK "DICK" COOLEY

05/13/2008



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* - 360-825-1016
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: June 18, 2008

Mailing: July 2, 2008



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