

# rupanews



Journal of the Retired United Pilots Association

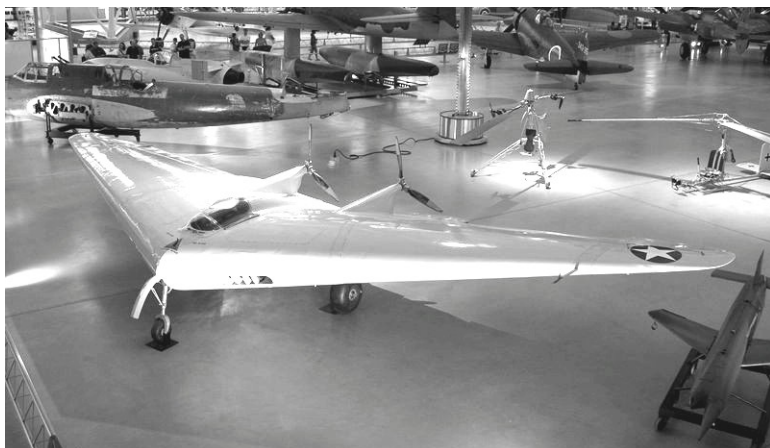
## IN THIS ISSUE

President's Message  
Notices

Page 3  
Page 3-18

Letters  
In Memoriam

Page 18-42  
Page 42-46



**Northrup N 1 M**



**Northrup XB 35**

**Northrup XB 49**



**Northrup B2**



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

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## PRESIDENT'S MESSAGE

Greetings:

Summer is upon us. It's time for picnics and travel. Those of us in the Bay Area will be having our annual picnic on the 7th of August. If any of you out of towners are passing through, or would just like to come to the picnic, we would certainly welcome you and enjoy your company.

I had the pleasure of attending the North Bay RUPA luncheon in Petaluma last month. As with the other luncheons I have attended, I found an enthusiastic group who really enjoyed their gathering for the camaraderie and sharing of information.

Again, I would urge all of you who live in an area that has a luncheon group, to attend. If you do not have a luncheon group in your area, consider starting one. A list of potential attendees can be sent to you. I am sure you will find this a very rewarding experience.

During my visits to the luncheon groups I always try to put in a plug for the United Airlines Historical Foundation and United Airlines Retired Pilot's Foundation. This is usually in the form of a short update on what is going on with these two foundations. Cliff Sanderson, the President of the retired pilot's benefit foundation (UARPF) has an article in this month's *RUPANEWS* to better acquaint you with the foundation's work. Please look for this article.

A number of people consider RUPA and the retired pilot's benefit foundation (UARPF) as the same organization. This is not true. RUPA and UARPF are completely separate entities. We do receive foundation contributions along with some subscription renewals. These monies designated for the foundation are then sent to Captain Ted Bochniarz, Treasurer of the UARPF. Whether you send donations through RUPA or directly to UARPF, please continue your support. The address for both of the above mentioned foundations is located in boxes, usually at the bottom of a page, in every issue of the *RUPANEWS*.

The *RUPANEWS* is all about YOU! When you renew, please write a short note about YOU! Your fellow pilots may not know whether you are still out there, or not, since we do not publish checks.

*Larry*

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## CLEVELAND CRAZIES REPORT

Once again my wife, Carol, and I had the pleasure of hosting the Cleveland Crazies "Mid-Summer Do" for former Crazies and RUPA members, and again the weather held for the party, though a bit warmer than in past years. Held both indoors and out, we enjoyed the sun, and the air conditioning as well as we watched Big Brown surprise most of us.

We had former Crazies from many of the regional RUPA lodges and welcomed several of our former Cleveland F/As from the area.

Joining us were: Dick and Joann Orr, Don and Bev Karaiskos, George and Jane Bleyle, Rip and Shirley Curtiss, Dan and Bev Seiple, Jim and Monica Burrill, Dave and Kris Suits, Bob and Dawn Lang, John and Joann Pinter, Rich and Trish Koodrich, Gretchen Pisano, Mary Tingley, Ed Griffith, Gene White, Ken Wheeler, Rick Dubinsky, Jack Heidsick, Dick Sanders, Dee Kraft, Dave Fuller and guest John Thiel, and, from his work release program, Bob Olsen.

Starting early as planned and lasting till almost 2200hrs, there was much food, joviality, old stories (some of which might have been based upon fact), new stories, and a wonderful sense of friendship and family. We are not a large group, because many of our folks moved in 1989, but we are as close as ever. A good summer to you all and my thanks...

*Richard McMakin*

**ABOUT THE COVER: The B-2 Spirit** might look futuristic, but the basic design isn't new, at all; the same manufacturer, Northrop, did several similar designs. The **N-1M** (left), the first true flying wing produced in the United States, was developed during 1939 and 1940, and first flew on July 3, 1941 at Baker Dry Lake in California. Though unstable and underpowered, it was basically sound. Built after the war, the propeller driven **B-35** (right) and the jet driven **B-49**, in the center never entered service, but they did provide the inspiration for the **B-2**, which has exactly the same 172 foot wingspan as the latter two.

The high cost of each aircraft - somewhere between \$2.2 and \$2.4 billion apiece, making it by far the most expensive plane in the world, was primarily due to the small number built, only 21 rather than the 132 which were originally planned. Now there are 20. One crashed on takeoff in Feb. on Guam, caused by water in the aircraft's sensors, according to an Air Combat report. Specifically, moisture in three port transducer units "distorted data introduced by Spirit's air data system" which led to flawed information entering the bomber's flight control computers. The aircraft was reacting to inaccurate airspeed and a "perceived" negative angle of attack. This resulted in an "uncommanded 30 deg. nose-high pitch-up on takeoff," according to the report.

The four non-afterburning engines are buried in the wing. Apart from everything else, this makes the aircraft very quiet. Auxiliary inlets below and just in front of each of the engine inlets remove the turbulent boundary layer air flow before it enters the engine. The removed air is then remixed with the exhaust gases to reduce the temperature signature from the engines and so decrease the stealth bomber's visibility to infra-red tracking equipment.

With no tail, the stealth bomber relies on the control surfaces along the rear of the wing to minimize side-to-side yawing motion; you can see one of those control surfaces deployed in the cover image. During a mission these control surfaces would make the aircraft more visible to radar, so it's thought that yaw is then eliminated by the onboard computer systems applying differing thrusts from the engines on either side. The funny looking "beaver tail" at the tail end of the aircraft is called the GLAS or "gust load alleviation surface", an on-board computer uses it to smooth out the ride when sensors at the front of the plane detect vertical gusts.

There is no drag chute, but one of the B-2's design criteria was the ability to operate from any airfield useable by a B-727, so the rudders are used as air brakes to slow the aircraft down. This design feature was also used on Northrop's earlier flying wing bombers, and it's referred to as a "rudderon" or "deceleron" because the same panels which are deflected apart to decelerate the plane are also moved in tandem to act as rudders or ailerons.

Despite its unrivalled ability to penetrate heavily monitored and defended airspace, the B-2 is actually inferior to the B-52 in a number of ways, especially in its bomb carrying ability - the B-2 can only take 40,000 pounds of weapons, compared to the B-52's 70,000 pounds.

However, the Spirit has excellent range - 6500 miles without refueling, and it was sometimes flown on round trip bombing missions over Iraq from Missouri. These missions took over 30 hours, and apparently one flight of 50 hours was done, which certainly would have required in-flight refueling. There are only two crew members and not many amenities on board. **Edited excerpts from "The Flying Kiwi"**

### **Address changes, Snowbirds & Others:**

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

**RUPA, PO Box 275, Half Moon Bay, CA 94019-0275 — or — E-mail: [rupa.sectr@yahoo.com](mailto:rupa.sectr@yahoo.com)**

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



# **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.**

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## DENVER GOOD OL' BOYS

The June meeting occurred fairly early in the month, and the turnout was somewhat disappointing, however what ever was missing in quantity was made up for in quality. This month met the schedule for wives/ girlfriends invited, and as always, it was good to see the ladies. The weather was good, and the libations were also.

George Benkendorf volunteered to start the meeting with a joke, but managed to use the same one he had related last month, however he tells it very well, and the wives probably hadn't heard it, so chuckles were forthcoming. The coordinator was forced to search into his limited repertoire for one that hadn't been used in this venue. Something having to do with a professor asking third year freshman (freshwoman) Bambi to summarize 'Roe vs. Wade', whereupon after thought, she announced that it was the decision George Washington had to make before he crossed the Delaware River. Rick Madsen related a little of his experiences driving all terrain vehicles in the always frozen north, of Canada. Someone (the scribe didn't recall who) related of an analysis by one of the airline publications that one large airline which hasn't yet experienced bankruptcy is an odds-on favorite to do so, soonly.

There were no new reports of infirmities nor final flights west, and nothing to report on recent happenings relating to IRS form 843 filings. Undoubtedly the most important news of the meeting was that - having been deluged with applicants for the job of alternate coordinator of the "Good ol' Boys" the "Credentials and Authentication Committee" recommended the elevation of Tom Johnston to fill this position, with all respect and admiration that attends this august and majestic post. Business having been completed, the meeting devolved into socializing and may have adjourned sometime in the early afternoon.

Those present included: George Benkendorf, Mack Connelley, Pete Cecchinelli, Al Dorsey, Dick Garbrick, Tom Hess, Ed and Ruth Riehl, Jack Davis, Ken Ewing, Tom Johnston, Casey Walker, Eve and Bill Hoygaard, Bob Dietrich, Stanley Boehm and Clara Winter, Bill and Jean Bates, Duane and Jennie Searle, Bob and Ann Blessin, Bill and Mitzi Fife, Rick and Kaye Madsen, Jim Hixon, Dave Johnson, John Thielen, Hal and Janet Meyer, Rick and Moki Steele, A.J. Hartzler, Mike Williams, Jim Jenkins, Jim Krasno, and the scribe and his bride, *Ted and Rose Wilkinson*



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## SEC/T MUSINGS

I would like to thank those of you who have included a “little extra” with your dues checks. Those without email can be sure that my thanks are enroute telepathically. Those with email addresses are always thanked immediately after I post your dues.

Sincere thanks also to those of you thoughtful enough to keep me (RUPA) updated with changes in your personal directory data. It saves me time and RUPA expenses.

There is a list of bad email addresses elsewhere in this issue. I seldom send email to members, but when I do, I expect it to get to be delivered. **HAH!! ABOUT 30+% FAIL!! CHECK YOUR #S&% ADDRESSES IN THE DIRECTORY!!!** (and send the corrections by EMAIL, only!) (“Please” may be “implied” if you think it necessary). You may use regular mail only to inform me if you have given up on email. Dues checks are still being sent to Foster City, Missouri, and even Florida. After a year +? Where are you??

Annual letters by email direct to the editor, even if butchered and all lower case, are preferred over those computer printed and snail mailed. Auto-correct in our word processing software can correct capitalization, spelling, and punctuation errors and even suggests grammar. Remember, like those received hand written that have to be transcribed – you are at our mercy for “translation.” *BruceM*

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## WAS THIS YOUR EMAIL ADDRESS?

The following email addresses have failed over the past 3 months. I am sorry they are not alphabetical. They were added in the order received. They will remain in the directory forever, unless YOU correct them. EMAIL YOUR CORRECTIONS, please!!

r-mu@sbcglobal.net, billjones@viawest.net, mayaljo@earthlink.net, david\_dye@peoplepc.com, ssnocturne@aol.com, bdougorme@cs.com, kimshaun@aol.com, Tomparkes3@bellsouth.net, cross3@earthlink.net, , bdougorme@cs.com, bnbbrock@concentric.net, Bohica20@comcast.net, patbrud@aol.com, n2cirrus@sbcglobal, captron767@yahoo.com, anjobaker@earthlink.net, cleotoga@msn.com, jpm777@ameritech.net, jow80@earthlink.net, mouse52@mindspring.com, lpth@lvcm.net, b737sp2h@sbcglobal.net, astei@aasttei.com, anadeane@juno.com, arizonaalllums@comcast.net, 1928ere@shentel.net, 2west2@comcast.net, airmale@bright.net, bertjan@earthlink.net, benbarbh@aol.com, bcochral@tampabay.rr.com, azgerryr@msn.com, aualfox6314@clearwire.net, asinclair1@compuserve.com, anntgrams@aol.com, almilo@earthlink.net, hbailey@juno.com, 76637.3364@compuserve.com, 76627.702@compuserve.com, 76627.3106@compuserve.com, 73412.3170@compuserve.com, 76250.2615@compuserve.com, 76250.3470@compuserve.com, 76627.1412@compuserve.com, 105300.1673@compuserve.com, 104434.1624@compuserve.com, tcharris@granbury.com, 73412.1271@compuserve.com, 71322.545@compuserve.com, 104434.2527@compuserve.com, 72050.231@compuserve.com, 71033.3133@compuserve.com, 73761.1464@compuserve.com, 73761.2670@compuserve.com, 2loons@newnorth.net, 76627.2321@compuserve.com, 400captain@compuserve.com, 104434.2335@compuserve.com, misomama@sbcglobal.net, dstennis@att.net, jcandelori@mris.com, richncarolyn@unitedmainliner.com, woolen@alaska.net, amazing@ilnk.com, garrett1a@earthlink.net, geo5921@aol.com, rcaf86@fairmont.net

This will NOT be a monthly feature in *RUPANEWS*. *BruceM*



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## FUEL SUPPLIERS DEMAND AIRLINES PAY CASH IN ADVANCE

May 26, 2008.....THE TIMES OF LONDON.....

Carl Mortished and Amanda Andrews

Airlines are being forced to pay cash in advance for jet fuel as the major oil companies tighten the screws on an industry that is being crushed by an extraordinary surge in the price of crude oil.

Sources within the airline industry indicate that credit is being denied to most of the leading American carriers and the practice is moving to Europe and Asia. So uncertain is the cash solvency of the industry that jet fuel suppliers insist on prepayments into special bank accounts.

A credit controller at a leading European multinational oil company told The Times that the oil industry was moving to jet fuel prepayment. "It's common in the US and it is moving to Europe. We have been moving to prepayment since Swissair went bust."

The need to put up money before delivery of fuel is a huge financial burden that has been shifted from the oil companies to the airlines. According to John Armbrust, a US jet fuel consultant, the oil industry had \$5 billion (£2.5 billion) of jet fuel credit outstanding to airlines before the 9/11 terrorist attacks. Now they are demanding that airlines leave cash on deposit.

"The airlines can't afford it. Traditionally, oil companies extended credit for 14 or 21 days and some as long as 30 days. Now, most American airlines are on prepay. South West is one of a few likely to still get credit."

The extent of the cash squeeze was highlighted last week when American Airlines said that it would charge \$15 per bag checked even as it revealed plans to shed 75 aircraft, shrinking the airline's capacity by 12 per cent.

The price of jet fuel has risen by 60 per cent since January and American Airlines paid \$665 million more for fuel in the first quarter of this year than in the same period of 2007.

The credit crunch is likely to worsen and a number of financial institutions will fail, according to research from Atradius, the credit insurance group which conducted a global survey of its customers' views of the financial outlook. Although Atradius said that companies expect the number of failures to be small, about 65 per cent expect there to be failures.

The group added that direct exposure to sub-prime lending is higher in Europe than in the United States even though the bulk of the sub-prime mortgage defaults are in the US and many of the securities these loans are packaged into would have originated from US-based mortgage companies.

"Some explanation for this may be investments by European companies in US securities offering higher returns and more frequent use of secondary financial markets to securitise receivables by European countries," it said.

Atradius added that only 12 per cent of companies across the world do not expect an economic slowdown in the next year. In Britain, more than 90 per cent of companies surveyed expect a slowdown, the highest percentage. About one in six companies expects a slowdown of only the national economy; a quarter expect a slowdown of the global economy and half expect a slowdown of both. The expectation of a slowdown is also high in Mexico, the United States, Spain, Italy, France and Belgium and lowest in Sweden and the Netherlands.

Atradius found that larger companies are more likely to have been affected by the credit crisis. Although fewer than 30 per cent of small companies reported an impact, almost half of all large companies (with more than €1 billion annual gross sales) said that they had felt the credit-crisis pinch. Companies operating within the energy industry have been especially affected, but those in the healthcare and services industries reported a relatively low frequency of impact.



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## LAX SOUTHBAY RUPA MEETING

We had a very enjoyable time and escaped the heat wave at the *Hacienda* today. Don McDermott was the only attendee from the Valley. Quite understandable with gas at \$\$\$\$ per gallon.

Dick McKay attended the stockholders meeting and shared his views on this. Quite depressing.

Also present were Shirley and Jack Hanson, Bill Horn, Gene Gawenda, Loyd Kenworthy, Tom Reidt, Walt Albright, Don Krueger, John Joyce, Chuck Raphael, and your truly *Rex May*.

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## LAX VALLEY GROUP

15 May 2008. The LAX Valley Group met at *Mimi's Cafe* to a smaller than normal crowd. Some of our regulars were out of town and we had to live with all of Bob Mosher and Marv Jeffers representing the Thousand Oaks area. Our trusty scribes, Doug and Marcene Rankin were also absent as their granddaughter, Katie Rankin, was graduating from The University of Wisconsin with her BA in Chemical Engineering, so, naturally, a very proud grandma and grandpa were in attendance. Mike Harriott entertained us with his excellent discussion of pass travel and the use of ZED fairs.

Those attending were; Gene and Susan Biscailuz, Marv Jeffers, Herb Goodrich, Mike Harriott, Ron and Mary Matsuda, Rex May, Bob Mosher, Dick Unander and Don and Gloria McDermott.

*Don McDermott*

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## N.W. ILLINOIS RUPA

May 13 2008. The Joe Carnes N.W. Illinois RUPA lunch had a nice turn out of 46 at the *Warsaw Inn* in McHenry, IL. With our M C (Milt Jensen ) absent due to a death of a relative, we did the best we could but missed Milt's after lunch jokes and humor.

Bob Kelly was also a no show but we had the information concerning the \$1000.00 scholarship given each year. The fund has grown to over \$22,000.00.

Registration forms were made available for those wishing to participate in the "Bob Leonard River Walk-A-Thon" to be held on Aug. 9<sup>th</sup> 2008 in St Charles Il.

Allan Englehardt attended his first RUPA lunch and told us he would be back.

In attendance :

Don & Joan Anderson, Leroy & Eva Bair, Ken & Muriel Bergsma, Phyllis & Phil Capuzelo, Jim Downing, Jerry Drommenhausen, Allan Englehardt, Buck

Goodman, Don & Katie Gregg, Dave Harris, Tom Harvey, Jim Higbea, Buck & Dorothy Hilbert, Paul Hubbert, George Keller, Les Kero, Dick & Maribeth Kuhn, Rob McCutcheon, Ralph Mikulich, Dick Murdock, Will Murray, Claude Nickell, George Pylawka, Bill Silvester, Bernie & Rachel Sterner, Joan Thompson, SidTiemann, Jim Trosky, Lyman Walter, Tom Wedel, Paul Wember, Gel & Mary Kay Wogdal

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## STROKE SYMPTOMS

When a clot blocks a blood source to the brain, the resultant disability is called a "stroke".

A neurologist says that if he can get to a stroke victim within **3 hours** he can totally reverse the effects of a stroke (by administering a clot-busting drug). The trick is getting the stroke diagnosed, and then getting the patient medically cared for within 3 hours, which is tough.

### RECOGNIZING A STROKE

Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness usually spells disaster. The stroke victim may suffer severe brain damage when people nearby fail to recognize the symptoms.

The warning signs of a stroke are:

- Sudden numbness or weakness of the face, arm, or leg, especially on one side of the body.
- Sudden confusion, trouble speaking, or understanding.
- Sudden trouble seeing in one or both eyes.
- Sudden trouble walking, dizziness, loss of balance or coordination.
- Sudden, severe headache with no known cause.

**QUICK MEMORY AID** with the 3 LETTERS: '**S -T -R**'.

Now doctors say a bystander can recognize a stroke by asking three simple questions:

**S**—Ask the individual to **SMILE**.

**T**—Ask the person to **TALK** and **SPEAK A SIMPLE SENTENCE** (Coherently) (i.e. It is sunny out today)

**R**—Ask him or her to **RAISE BOTH ARMS**.

If he or she has trouble with ANY ONE of these tasks, call 999/911 immediately and describe the symptoms to the dispatcher.

NOTE: **Another 'sign'** of a stroke is "**TONGUE**".

Ask the person to 'stick' out his tongue. If the tongue is 'crooked', if it goes to one side or the other, that is also an indication of a stroke. This requires a bit more experience determining degree of how "crooked", and probably should be considered more of a confirming indication.

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## STEVE HEINRICH

Gentlemen: Steve Heinrich's daughter has asked me to update you on his new address and condition. He was living in Surprise, AZ, but could no longer live on his own. He had apparently had a few minor strokes which have affected everything he does. He cannot walk without a walker, is often confused, can't drive, so is pretty much confined!! His daughter has found him a home here in Washington State close to family.

I'm sure he would love to hear from some of his old friends. Should anyone wish to contact him by mail you may do so at;

Bay Pointe Retirement Home  
966 Oyster Bay Ct. #227,  
Bremerton, WA. 98312  
or phone direct; 360-377-2715 (and let it ring!!!)

Thanks, "*Curly*" (Slobodian)

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## THE NYSKYSRAPERS

The NYSkyscrapers had a great turn-out for our Wednesday June 18<sup>th</sup> luncheon at the *Montclair Golf Club* in West Orange, NJ.

Attending were 81 retirees, wives and guests: Ray and Sharon Amato, Winnie Balboni, and her young guest Andy Karchak, Bob Beavis, Bud and Mary Berlingeri, Ray and Pat Bernosky, Bill and Lou Jane Bickert, Frank Calderaro, Vince Ciriello, Ben Conklin Jr and Sr, Jan and Patty Conover, Frank Decker, Ron Denk, Todd and Joan Donahue, Bob Eccles, Wayne and Barbara Erb, Wes Erbe, Ken Ernst, Bob Falco, Ray Furlan, Jim Gardner, Dorothy Gates, Dick and Judy Goudey, Rich Granger, Ed Griffith, Fred Harris, Dave and Paulette Heilbrun, Bob Hughes, Jerry Inella, George Kane, Pete and Judy Kohlsaas, Koop Koopman, Jody Kraly, Jim Lattimer, Harry and Jane Lloyd, Hank Lopez-Cepero, Chuck Melbourne, Augie and Margaret Miller, Al Mitchell, Bill Muller, Rip Munger, Jerry O'Donnell, Dave Ormesher, Mike Perry, Charlie and Bobbi Pocher, Tom Purrington, John Rains, Ned and Rae Rankin, Ken and Genie Roberts, Jerry Schlichter, George Schnell, Mike Severson, Jack and Liz Smith, Irv and Mary Soble, Pete Sofman, John and Linda Stewart, Jack and Ann Traeger, Jay and Kay Weeks, Woody Woodworth, and Lyn Wordell.

Sending their regrets were Howie Aronson (touring France), Jim Colligan (visiting his son in San Diego), Drew Duerwald (still in Florida), Skip and Billie Fairman (Skip recovering from an illness), Doug Horne (living in Florida), Matti Kosonen (in Finland), Joan McIntosh (busy), Denny Morell (in Denver), Jim Nugent (flying an Orbis flight), Neil O'Malley (flights too crowded from Seattle), Ken/Kari Perkins (traveling to Spokane), AB Rainbow, Dave and Laura Roberts (in NC), Steve and Geri Scott (busy in Annapolis, MD), George Simmons (ill; just turned 85!), Al Swanson (busy with meetings in Florida), Ron Tsois (living in Florida), Morrie Wiener (traveling to Seattle), and George Williams (overseas visitors).

From raffle and luncheon proceeds, the NYSkyscrapers regularly contribute to the United Airlines Retired Pilots Foundation. This month, we will be contributing almost \$800.

Those contributing raffle prizes included: Ray and Sharon Amato (2 local blueberry preserves and a bottle of Australian wine), Ken Ernst (stuffed animal, a car blanket, a bottle of pinot grigio, and a huge corkscrew), Winnie Balboni (a bottle of Maker's Mark Whiskey and a picnic basket of UAL memorabilia), Harry Lloyd (a model of a DC-10), Joan McIntosh (2 model airplanes and a history book about LHR), John and Linda Stewart (2 bags with local candies and 1 bag with jars of PA Dutch condiments), and finally from the JFK Mainliner store, 2 United carry-on bags and 1 set of UAL children's toys)

Unable to attend, but mailing in contributions were Ab Rainbow and Ron Tsois.

Tied for oldest in attendance (at 86 years) were Winnie Balboni, Ben Conlin Sr. and Augie Miller.

Coming from furthest away was Koop Koopman from Colorado, with honorable mention to John Rains, from Vermont.

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## ICE FISHING

Two men are out ice fishing at their favorite fishing hole, just fishing quietly and drinking beer.

Almost silently, so as not to scare the fish, Bob says, "I think I'm going to divorce my wife - she hasn't spoken to me in over 2 months."

Earl continues slowly sipping his beer, then thoughtfully says,

"You better think it over - women like that are hard to find."

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## **SOCAL RUPA LUAU LUNCH ON JUNE 3, 2008**

Our second annual get together was once again greeted with an absolutely perfect and comfortable day in the mid 70's. The luau was held at Bob and Taywan McGowan's rancho in Villa Park, California. The background island music and tropical flowers set the happy aloha atmosphere.

Thanks again to our co-hosts Bob and Janice Fuhrmann who helped greatly with the setup right through to the clean up. Thanks to Bob Brockmeier for providing the tables, chairs and canopies. Som & Denny Fendelander with Shirley Hansen gave a welcome helping hand in the kitchen. Many other guests helped running food out and picking up empties.

78 guests began the festivities at noon by munching on Macadamia Nuts, Maui Onion Chips and dip, Crab/Shrimp cakes, Smoked Salmon, assorted japanese rice crackers and cheeses. These were accompanied by Mai Tai Punch, Hawaiian Beers, California Wines, Starbucks Iced Coffee and a wide assortment of sodas, Iced Teas and fruit drinks.

Then the Hawaiian buffet was presented by the Tulsa Rib Company in Orange. The main course consisted of Boneless Kaulua Pork, Teriyaki Chicken, Coconut Rice, Island Beans, Tropical Fruit, Hawaiian Sweet Rolls and Hilo Cole Slaw. The portions were abundant enough for many to take home doggie bags full of treats.

The deserts began with a surprise birthday cake for Jack Hansen's 91st celebration. Shirley designed it with a photo reproduction of a Waco Biplane. Woody Grover entertained us on the piano and then led the happy birthday singing. The huge cake was accompanied by home made coconut ice cream, Kona Coffee and a variety of exotic candies.

We had a very good showing of Fearless Retired United Pilots (FRUP) and their supportive flight crew members. The last guests left at 4:30 PM.

Photos can be viewed here at Picasa Web Albums: <http://tinyurl.com/3v8v3o>

Don't try to sign in. Just click on the slide show. You can also click on photos and download them for email and/or printing.

Excess funds of \$140.00 were donated to the United Airlines Retired Pilots Foundation, Inc.

Sincerely,

*Bob McGowan*

Retired 1996 - LAX 767 Capt.

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## **CLIFF'S BRAIN CELL THEORY**

In one episode of 'Cheers', Cliff is seated at the bar describing the Buffalo Theory to his buddy, Norm. I don't think I've ever heard the concept explained any better than this...

Well you see, Norm, it's like this...A herd of buffalo can only move as fast as the slowest buffalo. When the herd is hunted, it is the slowest and weakest ones at the back that are killed first. This natural selection is good for the herd as a whole, because the general speed and health of the whole group keeps improving by the regular killing of the weakest members. In much the same way, the human brain can only operate as fast as the slowest brain cells. Now, as we know, excessive intake of alcohol kills brain cells. But naturally, it attacks the slowest and weakest brain cells first. In this way, regular consumption of beer eliminates the weaker brain cells, making the brain a faster and more efficient machine. And that, Norm, is why you always feel smarter after a few beers.'

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## ONO NENE RUPA LUNCHEON

May lunch: The Ono Nenes met this past Thursday, the 29th at *the Kona Brewing Company* in Hawai'i Kai. A beautiful cloudless sky with excellent trade winds, idyllic. In attendance were Clarita & Rick Kaapuni, Yasuko & Yuz Morita, and Corky & Jim Sorensen.

We received greetings from Joe Rozic on Maui. As a reminder for all that live other than Oahu, we'll be happy to transport you between lunch and the airport/ferry port.

Next will be the 26th of June in Lani Kai. Hope to see more of you there.

Aloha and ho'omaluhia, *Jim*

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## SAN DIEGO LUNCHEON

Pete Moyer and friend Ellen, Bill Pauling, Bob Harrel, Don Trunick attended the last luncheon at *Lake San Marcus CC*. Paul Whitby was unable to attend acct. illness. We would like to have some new people attend. we are starting to retell the same stories

*Bob Bowman*

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## 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*

The Seattle Gooney Birds met for lunch and hanger flying on the third Thursday of June and had a good turnout in spite of the nice Spring day outside. After lunch there was discussion of various matters of mutual interest and a political joke by yours truly. We adjourned at 1 PM after having solved and discussed all the worlds problems. In attendance: Herb Marks, Jim Barber, Chuck Westpfahl, Jack Brown, Ed Williams, Al Teel, Dean Turner, Dave Gardner, Dave Carver, Neil Johnson, John Bley, Ray Hansen, Tom Smith, Ken Case, Eric Malm, Dave Fahrenback, Herb Breivik, Ray Hull, Vince Evans, Jim Chilton, and *Bill Brett*. See you next time.

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## 104-YEAR OLD WOMAN

Reporters interviewing a 104-year-old woman:

'And what do you think is the best thing about being 104?' the reporter asked.

She simply replied, 'No peer pressure.'



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## RETIRED UNITED PILOTS FOUNDATION

Dear Retired United Pilots and families.

I have been President of the "Retired United Pilots Foundation" for over twenty years. Years ago, a number of us realized there are many Retired Pilots or their dependants that may fall into the position of having a serious financial problem. We formed a 501c3 Corporation, similar to the United Way, to serve the financial needs of United pilot families. With all the problems United has had over the recent years it became clear to the Foundation Board of Directors the need for the foundation is even more important today, than years ago.

There are over 2000 Retired United pilots or widows who are living on pensions of less than \$2,500.00 a month. Most pilots have covered their financial base to insure their family is provided for. Unfortunately events beyond their control, the need for help from fellow pilots is necessary.

We not only need financial assistance, but pilots or their family to help us in many ways. We need people all over the world to keep us informed about our United families, to let us know when someone is in need of help. We need people who will contribute and any willing to serve on the Foundation BOD, at least four times a year (once in Chicago, usually by phone conference call), to keep everything straight, authorize grants, and comply with all the rules the IRS requires.

Please put the word out; we are here to help, and let me (or any BOD member) know if you are willing to get involved, even if in a small way.

Fraternally yours,

*Cliff*

Clifford R. Sanderson

President

Phone: 847-367-6380

Email: clifford@sanderson.net

*[Editor's note: "Charity begins at home." I have exchanged several emails with Cliff and he gave me some info that he suggested I share with you about our tax deductible foundation.]*

"For your information the Foundation is today giving grants to 12 pilot Widows who have had income of less than \$500 per month. We try to bring them up to at least \$1500 per month. We do other things like remodel a bathroom so she can take a shower in a wheel chair; we paid to have a roof repaired on another widow's home to keep water from coming into her house. We have committees in Seattle, New Orleans, Los Angeles, and Florida that check on those in need, at least once a quarter.

Everyone who retired under the 1980 contract had a pension less than \$1,800.00, Denis. The problem we have found is most of them had their pension maxed out (103%) . . . which meant if they passed away their Widow is left living on Social Security of less than \$500 per month. From what I have seen with United giving the pension to the PBGC, that affected just over 800 pilots. I also know that a DC 10 Capt. with 29 years who retired in 1990 has a pension of just over \$5000 per month. After taxes and insurance is left with about \$3500, and their purchasing power (reduced by inflation) since 1990 to about \$2000.

*Cliff*

### United Airlines Retired Pilots Foundation, Inc.

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

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## **BUBBA'S GOT SHINGLES**

Those of us who spend much time in a doctor's office should appreciate this! Doesn't it seem more and more that physicians are running their practices like an assembly line? Here's what happened to Bubba:

Bubba walked into a doctor's office and the receptionist asked him what he had. Bubba said: 'Shingles.' So she wrote down his name, address, medical insurance number and told him to have a seat.

Fifteen minutes later a nurse's aide came out and asked Bubba what he had.

Bubba said, 'Shingles.' So she wrote down his height, weight, a complete medical history and told Bubba to wait in the examining room.

A half hour later a nurse came in and asked Bubba what he had. Bubba said, 'Shingles.' So the nurse gave Bubba a blood test, a blood pressure test, an electrocardiogram, and told Bubba to take off all his clothes and wait for the doctor.

An hour later the doctor came in and found Bubba sitting patiently in the nude and asked Bubba what he had. Bubba said, 'Shingles.' The doctor asked, 'Where?'

Bubba said, 'Outside on the truck. Where do you want me to unload'em??'

## **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 1<sup>st</sup>.

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

His email is: [gpsp@aol.com](mailto:gpsp@aol.com)

Submitted by Rich Bouska

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## THERE HAVE BEEN CHANGES MADE TO THE RUPA MEXICAN RIVIERA/SEA OF CORTEZ CRUISE

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

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

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

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

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

**Day 3** The ship stops at Loreto, a peaceful seaside community. Founded in 1697 by Jesuit priest and explorer Jan Maria Salvatierra and was the first European settlement in the Californias.

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

**Day 5** The day starts with the ship docked at Topolobampo. Holland America is the only major cruise line to call on this peaceful port on Mexico's Sea of Cortez. Awaiting your arrival are playful bottle-nose 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.

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**2008 RUPA Mexican Riviera/Sea of Cortez CRUISE**

**Date of Cruise: October 12, 2008**

**10 day Roundtrip out of San Diego**

**On**

**Holland America MS Ryndam**

**Check out deck plans and staterooms on the Internet**

www.hollandamerica.com, Click on Fleet, MS Ryndam

Depart San Diego with stops at: Cabo San Lucas, Loreto Mexico, Guaymas, Topolobampo, Mazatlan, Puerto Vallarta, and Return to San Diego.

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

Taxes, which are \$149.35 pp, are not included and are additional.

Category K Inside Cabin	Main Deck Mid Ship	\$ 999
Category E Outside	A Deck Midship	\$1199
Category C Outside	Lower Promenade Deck Mid Ship	\$1419
Category BA Verandah	Verandah Deck	\$1779
Category B Verandah	Verandah Deck	\$1899
Category A Verandah	Navigation Deck	\$1989
Suite S	Navigation Deck	\$3469

**All cabins are subject to availability. Rates are subject to change until booked.**

**If a lower rate becomes available we will rebook at that rate.**

**A deposit of \$600 per person is due at the time of booking  
and is fully refundable until 76 days prior to the cruise.**

**The verandah cabins are going fast.**

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

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

**Send all correspondence to:**

**Jerry Poulin**

**Jerry's Travel Service**

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

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

**gsp@aol.com**

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## HERE ARE 20 WORLD GEOGRAPHY FACTS THAT YOU MIGHT FIND SURPRISING OR INTERESTING:

1. Portland, Oregon, where it rarely snows, is about 130 miles farther *north* than Toronto, and over 200 miles farther *north* than Boston.
2. On France's southern Mediterranean coast, Cannes, the sunny summer playground of the rich, which is sometimes incorrectly called "tropical", is about 10 miles farther *north* than Milwaukee, Wisconsin.
3. Buenos Aires, Los Angeles, Cape Town, and Sydney are each thousands of miles apart and are known for having unusually pleasant year-round climates, and they are all almost *identical* distances from the Equator.
4. San Francisco and Melbourne, Australia are both known for mild and fast-changing climates, and they are *identical* distances from the Equator.
5. Estcourt Station with a population of 4 is in the northernmost tip of Maine, and it sounds like it's probably snowed-in all winter, and yet London, England is still almost 300 miles farther *north*.
6. The 49th Parallel, which makes up the long and straight US/Canada border in the west, is about 120 miles *north* of Estcourt Station, Maine.
7. Glasgow is about 280 miles north of London. Keep going another 250 miles north for Stockholm, another 370 miles north to reach Reykjavik, and 413 miles north to reach Hammerfest, Norway, which is almost 5,000 miles north of the Equator.
8. The entire country of England, with over 50 million residents, is a wee bit *smaller* than the state of Louisiana.
9. If you combine England, Wales, Scotland, and Northern Ireland together, they are a bit *smaller* than the deceptively large state of Michigan.
10. France is about 30% larger than the state of California.
11. Crescent City, California is about 15 miles south of the Oregon border, but it's about 10 miles farther north than Newport, Rhode Island. In other words, you can still be in California and be farther *north* than coastal Rhode Island.
12. Madrid, Spain with summers so blazing hot that most people take a long break from work every afternoon, is about 10 miles farther *north* than Salt Lake City, Utah.
13. About two-thirds of Africa is in the Northern Hemisphere.
14. Rome, which is located in the center of Italy, is located at the exact same latitude as Chicago.
15. Tehran, Iran, with its scorching summers, is located on the exact same latitude as relatively mild Tokyo, Japan.
16. About 90% of the world's population lives in the Northern Hemisphere.
17. Tahiti, French Polynesia: The incredibly remote island of Tahiti is slightly east of Anchorage, Alaska, which is slightly east of Hawaii. In other words, Hawaii is *closer* to the 180° longitude the International Date Line is based on than is Tahiti.
18. If you are trying to get a handle on the climate of India it helps to know its northern border is the same as the northern border of Mexico in Tijuana, and the southern border is about the same as the southern border of Panama.
19. Sunny and just-barely-tropical Rio de Janeiro is about 25 miles farther from the equator than Hong Kong.
20. Scientists recently discovered that Florida and Hudson Bay in Canada are getting about 1 inch closer every 36 years. Pass the SPF-30, eh?



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# LETTERS

**ROBERT J. AHRENS**—Belmont, CA

As time goes by, so do birthdays. Another year and a short up to date. My wife's latest mode of transportation is the wheel chair, so our travels have been the local area. I still volunteer four days a week at the Senior Center. The last time I visited the SFO Maintenance Base credit union, they told me there was a sign out front FOR SALE. The credit union office has now moved to a building in San Mateo. Regards, *Bob*

**PARK AMES**—Laguna Niguel, CA

I've got so much to be thankful for, I basically think about that. (Or try to.)

Like somebody once said, "You can't call it work if there is nothing else you'd rather be doing – And – That's the way all you pilots I flew with out there made me feel. Thank you so very much ----- Volunteers are becoming a rare breed as age laziness spreads -- Thank you all. You have made our world a nicer place for being here. *Park*

**PAUL ANDES**—Stuart, FL

Gone almost 18 years. Praise the Lord and still enjoying life. Reading the *RUPANEWS* can be depressing and as George Carlin says "It's all bullshit folks — and it's BAD for you." To our selfless editors, folders and stuffers and others that make it work so we can keep in touch the quote was not directed at you. Honest, Guys! But on to the business at hand. 2007 was an uneventful year EXCEPT that I could have lost my wife but didn't, thanks and no thanks to the medical profession business. Back in July she went to the hospital for a routine colonoscopy with the city's acknowledged "best" but soon after starting his procedure he punctured her colon directly below where the stomach empties into the small intestine which immediately changed a routine procedure into major surgery and instead of a couple hours in the hospital she spent a week before being released.

Of course, received the normal billing from both the hospital and the doctor, no discounts for mistakes or doctor's error. This past December she was complaining of "not feeling right" and on the 14<sup>th</sup> she became violently ill, projectile vomiting black bile, unable to keep anything down. Our family doctor came by and immediately sent her off to the ER where she was admitted for 3 days but with no firm diagnosis. On the day after Christmas the same complaints and symptoms so we went back to the ER again. Eight hours later she was discharged with a diagnosis of gastritis. Five days later she was really really sick with all the same symptoms plus by this time she had lost 16 pounds in less than two weeks. This time our doctor admitted her and things began to happen, many tests, IVs, X-rays, MRIs. The result was immediate surgery and the removal of adhesions which form over scar tissue (from the botched colonoscopy) and in this case completely cut off any food or liquids from leaving the stomach. Look it up, these things can kill you.

Three months later now and she is back to normal and playing good golf but it was nothing but carelessness and incompetence on the part of the ER doctors, who should have recognized the symptoms on the first visit but didn't. Moral of the story, don't ever, ever need a doctor or visit the ER on a weekend or holiday!!!. For the rest of the story, my granddaughter, a junior in high school in CT. , is beginning to be recognized state wide and around New England regionally in track and field as a runner, my grandson entered Georgetown University as a freshman and is holding straight A's . My son and his family moved from Almaty, Kazakhstan to Kiev Ukraine where he has taken a job as Dean of Men at a small seminary so he can hopefully get started on his PHD. That, that's all folks from this roaring metropolis of Stuart, Florida. The snowbirds have mostly fled already and life is slowing down, driving is safe and parking easy and no lines in the restaurants. Lineke is very busy as Mission Committee chairman at our church and working weekly with her Hospice patient . I stay busy with Guardian Ad [item, golf and drinking my share of alcohol to preserve my body. Until next year. Regards to All. *Paul*

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**SAM A BELCHER**—Ft Myers, FL

No news is good news.

Good work from you guys all the way around. *Sam*

**JIM BERTELSON**—Ivanhoe, IL

Turning 61, one year into retirement/having been fired. I'll do my best to not offend anyone. I think I share many opinions with the crowd.

It should have been my decision when to leave the cockpit, as long as I could handle the physicals and checkrides. But, I am glad to be gone. I never trusted UAL management, and have not agreed with ALPA since the Contract 2000. The CSR's, mechs, flight attendants, and pilots were great to work with.

Politically, I don't trust Democrats or Republicans—all crooks. And they were four months too late changing age 60.

The B727 was easily my favorite airplane of all time. They had to pry the tri-motor out of my hands after September 11. The B-777 rapidly became number two on my list, having flown it my last five years.

Linda will work until we sell the old house in Libertyville. We moved to the age 55+ Active Adult Community in Ivanhoe—it works for us. So far, we are in good health.

No flying for me. Time is spent on tennis court, on golf course, at poker table, working out, biking, reading classics, watching great old movies, and driving my 1963 Corvette split window coupe. Travel in the near future. Our daughter Amanda, and our son Eric with wife Janie are all doing well, living in New York City.

My best to all. It's great to see familiar names in the *RUPANEWS*. Thanks for keeping RUPA going—the news is welcome and the humor not half-bad. And if we need to raise dues to thirty bucks a year, let's do it. Come see us in Ivanhoe.

*Jim Bertelson* 224-475--0207

**CHARLES W BLOOM**—Missoula, MT

Actually got the check in the mail on time for a change. Not much to report, just another great year. Still flying my little Kitfox Model 4, going to a few flyins, BMW motorcycle rallies, Model A Ford tours, cross-country skiing and some river boat cruises. Life is good. Thanks to everyone who puts this publication together. *Chuck*

**BOB BOWLES**—Deer Park, Illinois

Holy Crap!!! Another birthday, ya say?? Number 65 ya say??? Holy Crap!! And I'm 2 weeks late with my RUPA check.. My memory has NEVER been that slow. I suppose I can use that for a multitude of other slips in my future as well. Check's in the mail.

It's been an uneventful year. Still flying the old 210 down to the farm, and spending all the money on upgrades of every type. It's a bottomless pit but I wouldn't have it any other way. It's state of the art (for today at least) and gives me as much utility as anyone could expect from a single-engine airplane.

I am blessed to have the nicest ex-wife money can buy (have fun with that one) and Jane and I do lots of stuff together. My friends say we are a terrible example of a divorced couple.

And speaking of friends, who could ask for a finer group of retired and currently flying pilots, as well as a few non-airline types as well. If you are ever passing by Lake in the Hills (3CK) Il. around 11:00, stop in. There is always a group of guys and gals there looking for "fresh ears" to tell the same old stories to, and a ride to the local restaurant is available.

It a pleasure receiving the "News" every month and keeping tabs on everyone. Thanks for your work.

*Bob*

**BOB BOWMAN**—Fallbrook, CA

PDX LAX 45 80

To those few who might remember me, I have lived in San N county since retirement. I live on a avocado farm that takes care of it self. Most of my

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friends have passed away as has most of my hobbies. I do some yard work and a little golf. I still drive even at night. My wife and I are in good shape considering our age. I would like to hear from any one in my new hire class. I know Tom Pierce and Bob Tappen have passed on.

I worked for United at the best of times. I thought of UAL as family and was treated the same.

I miss the good friends of UAL but do my best to keep up through RUPA.

*Bob Bouman*

Does any one remember OK day try night?

**BOB BROWN**—Sturgeon Lake, WI

Hi Denis; My thanks to all of you who keep this Journal going!

We are back in Wisconsin for the summer months again. Wx has been cold and rainy, curtailing our outside activities. This is year 6 for our B&B business; and being off the beaten path is no longer an asset. The high gas prices have really had an effect. I understand a lot of people are coming up to Door County to camp rather than stay at B&B's and Hotels. I'm actually feeling like I'm retired.

We have been blessed with good health except for the incident I had Aug 1, 2006 when a minor pain in the chest necessitated a stent in a small vessel of my heart. Dr said no damage 'cause I came in early. Be careful guys and observant as my cholesterol was never above 200 and blood pressure in the normal range. Other than a trip to Ireland last June we have had a quiet year travel wise. I hate going to the airport these days with all the ridiculous security checks. We do have a Mediterranean cruise planned for this fall which I'll enjoy after the airline portion is finished. Motorcycle and car trips are now my preferred method of travel. I'm turning 65 this summer and hoping that United will stay in business as I'm planning to keep them for my supplemental insurance. Sure do get lots of mail from insurance companies wanting to "help" me out!! Regards

*Bob Brown* ORDFO

**FRANK CALDERARO**—Martinsville, N.J

Getting better — only a month and a half late. Happily don't have any bad news to report — now I have to think about some good news. Still healthy if you don't include "memory" as a health item. I can remember high school football plays — just can't recall what I had for breakfast or if I had breakfast. But that's okay — my wife remembers all (that's not always good). See a few of the old retirees like myself — we get together and tell lies about our "hairy" flying experiences.

Hope to make the next New York luncheon — I think they still have them (hopefully on this side of the river — NJ.) Don't use our old employer to travel very much anymore. It has become quite a hassle what with the security procedures, etc. Also don't have a great desire to go anyplace — my wife says I'm getting to be an "old fart" but I don't think so - I still think young (what the hell does that mean?)

Not much more to say so let me get this off before my next birthday. Also, let me add that I really enjoy the *RUPANEWS*. You guys do good work — I read it from cover to cover. *Frank*

**TED COLLINS**—Sebring, FL

July will be 57 years together (Sweet Mary) and me! Health is good, etc.

Eleven grandkids keeps things moving. My son with American still hanging on been in MIA about 18 yrs. Been flying as Capt. on lots of different equipment.

I am sending my dues Plus \$25 . May-be some others will join the cause.

Thank you all who are doing all the work.

May GOD bless each of you as HE has me!!

*Ted*

**WILL COLLINS**—Casey Key, Fl

Just a note to say I'm OK except for Plantar Fasciitis. It's a self inflicted problem caused by being barefoot on the beach and terrazzo floors for the last 24 years. July will be 20 years since an operation called "Radical Cystoprostatectomy and an Orthotopic Bladder Replacement" was done at Duke University Medical Center. Jim Carter had the same operation and he says they gave him a 25 year warranty- me,

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they just said I wouldn't die of cancer of the bladder or prostate cause they both were in a jar over at the lab.

July brings tarpon and turtles to Casey Key. As many as 14 fishing skiffs are out front each morning for tarpon. Mote marine Lab checks the beach for turtle crawls each morning and tags sighted turtles laying nests at night. Sally and I received the "Presidents Volunteer Service Award" for our 24 years in the turtle program at mote. Still active on a limited basis.

Sun and Fun air show was great this year. The Thunder Birds had a contract for Friday and Saturday. On Thursday, they had a practice. It didn't go well so they launched a tanker and refueled them and they did it again. What a show. The balloon launch on Saturday was a blast. Was disappointed on United Day. Only Jim Good and I showed up.

Daughter Amy and family still in Illinois. Son Ted and family in Stuart Florida. He is a MIA AA captain on the 767's. Flies the Caribbean and S.A. in the winter and Europe in the summer. Far more seniority than I ever had and 9 more years to go.

Sally and I are still speaking to each other after 54 years. With our little dog Matilda, we enjoy our way of life on the beach. It's at least 6 years since my last note. We'll try to send another next year but you can't trust an 84 year old with sunburned feet and a beard.

Olive soup still available every day.

The best, *Will and Sally*

**KEN CORBIN**—Santa Rosa, CA

Denis: Have tried to think of something to complain about, but just can't. It's been 20 years since my last flight. Still in pretty good health. Just finished 59 years with the same woman and no complaints there. The past year took a trip to England and Scotland and a couple times to Hawaii. Always buy a ticket. Our passes are a farce and UAL first class is about equivalent to coach in the old days. Went to the convention in Seattle last Sept. It was a good one, but surprised more didn't attend. Especially the locals. Will see a few of you in October on the cruise. Thanks to all who do the work. *Ken*

**ROSE M. COSGRAVE**—Clackamas, OR

Dear Bruce McLeod, I am Rose Cosgrave, wife of deceased, Dick (Richard) Cosgrave. Since I have reached the venerable age of 87 years, will you please cancel my membership in your Journal of *RUPANEWS*? I have enjoyed it all these years and cherish wonderful memories.

My thanks and Blessings to all of you for your jobs well done over the years!

Fondly, *Rose*

**MRS. CRESS CUNNINGHAM**—Salem, OR

Gentlemen, Please continue to send me the monthly copy of *RUPANEWS*. It is a comforting connection to those of you who still carry on the work which Don so enjoyed during his 34 years with United.

Thank you, *Cress*

**NEIL DANIELS**—Los Altos, CA

It has been awhile since my last note. May 7<sup>th</sup> was my 88<sup>th</sup> Birthday.

We came to this little town in April 1950 for reasons of my health. I enjoyed my three years in Denver, but my body could not handle the cold, dry, winter air. Both my family doctor and boss, Frank Crisman, decided to let me move back to the West Coast. The choice was easy - SFO. I wanted to live in Redwood City, but the real estate salesman said he had a neat little house in Los Altos - population 8,000 at that time. It was a 28 mile drive to the SFO Airport, but he said we would love the area. Jan and I both have enjoyed our town. We lived 14 years in the first home then moved two miles to the north side into a larger house at the end of cul-de-sac. The house was built under a huge 300-year-old Valley Oak.

Our two daughters live nearby in Menlo Park in separate homes. Son Todd just turned 50. He lives in Burlingame, just four miles from SFO. He is captain on the AirBus, has a lovely wife and two gifted children, Derek - 11 years old and Diana - 9 years old.

It's nice having the family near.

*Neil*

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## INFLAMMATION: BODY'S DEFENDER GOES ON THE ATTACK

By Mary Duenwald

New York Times, January 22, 2002

At the slightest provocation - a mosquito bite, a mild sunburn, a tiny splinter - the body mounts a hair-trigger defense, sending cells and natural chemicals to destroy dirt or germs and repair the damage. As a result, the site of injury becomes red, swollen, warm and painful - **inflamed**.

Inflammation happens so frequently that people often do not even notice it. And it occurs not only on the skin, but internally too, when viruses invade the body or the stomach is irritated by spoiled food. It is the body's fundamental way of protecting itself. In the long run, however, inflammation can harm the very tissues it is meant to heal. Its destructive side has long been evident in diseases like rheumatoid arthritis, in which inflammation cripples the joints, and multiple sclerosis, in which it destroys the insulation surrounding nerve fibers.

But now scientists are coming to realize that inflammation may underlie many other common chronic diseases that come with aging, including atherosclerosis, diabetes, Alzheimer's disease and osteoporosis. Inflammation is also implicated in asthma, cirrhosis of the liver, some bowel disorders, psoriasis, meningitis, cystic fibrosis and even cancer. "It's beginning to look as if getting old and ultimately wearing down and dying are tied inextricably with the defense mechanism that keeps you alive and in good repair when you're younger," said Dr. Russell Tracy, a professor of pathology and biochemistry at the University of Vermont.

The reason may reach far back into human history, to the hunter-gatherers who lived in peril of infections and injuries. Natural selection would have favored those with a vigorous inflammatory response and few would have lived long enough to suffer the long-term consequences. "It is possible that the adaptive pattern of an earlier time has resulted in a maladaptive response in our modern environment," said Dr. Paul M. Ridker, director of the Center for Cardiovascular Disease Prevention at Brigham and Women's Hospital in Boston.

By studying inflammation, medical scientists hope ultimately to find new ways of treating a variety of chronic illnesses. What goes on inside the arteries has been a particular area of interest. For most of the 20th century, doctors thought of blood vessels as a simple network of pipes - a plumbing system that could become clogged by the accumulation of cholesterol. "It was really a hydraulic, non-biological view," said Dr. Peter Libby, chief of cardiovascular medicine at Brigham and Women's Hospital. According to this view, if cholesterol deposits grew too large, there would not be enough room left for blood to flow, and the patient would begin to feel chest pains. If a coronary artery became entirely plugged, the person would suffer a heart attack.

But severe blockages, it turns out, cause at most three out of 10 heart attacks. The rest occur in people whose blood is flowing freely, through arteries narrowed by less than half their capacity. These lesser blockages are usually found in people who die of heart attacks relatively young, in their 40's or 50's. For these deaths, doctors needed a new explanation.

Inflammation had been a suspect as early as the mid-1800's, when Dr. Rudolph Virchow, a German pathologist, suggested that injured and inflamed arteries might cause heart attacks. The idea was revived, briefly, in the mid-20th century, but was little noticed as doctors focused on low-fat diets and cholesterol-reducing drugs. The cholesterol therapies were effective - but still, **half of all heart attacks and strokes were happening in people with normal cholesterol levels**. By the 1980's, cardiologists were re-examining inflammation. For example, Dr. Libby took cells from the arteries of rabbits and irritated them with a bacterial toxin. Sure enough, the artery cells began releasing proteins called cytokines, which promote inflammation.



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Gradually, researchers put together a new narrative for heart attacks and strokes: immune-system cells that cause inflammation burrow into the artery wall and begin gobbling up droplets of fat. These fat-filled cells form a plaque and inflammation thins its fibrous cap. Eventually, the cap ruptures, and the plaque's contents spill into the bloodstream - along with pro-inflammatory cytokines, which encourage clotting. Suddenly, the artery fills with a cloud of rapidly coagulating blood cells. If the cloud is large enough, it forms a clot that blocks the artery and causes a heart attack or stroke.

"This is an idea that has emerged in a popular way in only the last few years," Dr. Libby said. "The blood vessel is a living, breathing organ. And the plaque is not just a graveyard for cholesterol debris; it's teeming with cells." A primary goal for heart attack prevention, Dr. Libby and others say, should be to keep inflammation to a minimum.

Cardiologists have found a new way to assess a person's risk of atherosclerosis: they measure a substance in the blood called C-reactive protein, a marker of inflammatory activity. Two large studies - one in men and one in women - have demonstrated that the higher a person's **C-reactive protein level**, the greater the risk of a heart attack or stroke. Doctors nationwide are adding the C.R.P. test to cholesterol screening to assess people's risk of atherosclerosis. "The things that lower C.R.P. levels include diet, exercise and smoking cessation," Dr. Ridker said - strategies long known to cut heart attack risk.

Studies have shown that statin drugs, prescribed to lower cholesterol, can also lower C.R.P. This research raises the tantalizing possibility that statins may be used to prevent heart attacks even in people whose cholesterol levels are normal. But Dr. Ridker cautioned that the evidence was still too preliminary to warrant such use of statins. He said he hoped soon to launch a nationwide study of statins in people with low cholesterol but high C-reactive protein levels.

Inflammation may also be important in diabetes. Dr. Ridker and others have found that elevated C.R.P. levels are associated with a higher-than-average risk of developing Type 2 diabetes - the kind that occurs in adults. In diabetes, excess body fat - a major risk factor for the disease - may be part of the inflammatory picture. Fat cells produce cytokines, the proteins that promote inflammation. Studies have shown that people who develop Type 2 diabetes have relatively high levels of these cytokines. Researchers think the cytokines may interfere with the body's ability to use its own insulin, thus bringing on diabetes.

In osteoporosis, the same cytokines seem to accelerate the rate at which bone is broken down. The disease often arises in women after menopause, when estrogen levels drop. Dr. Sundeep Khosla, an endocrinologist at the Mayo Clinic in Rochester, Minn., said estrogen protected against bone loss by decreasing the production of cytokines. When estrogen declines, cytokine levels rise, and bone is lost.

In Alzheimer's disease, inflammation happens in and around the protein deposits - known as amyloid plaques - that accumulate in the brain. For many years, doctors thought that this inflammation was caused by the plaques. But studies have shown that cytokines help create the plaques in the first place. "Inflammation is directly damaging neurons," said Dr. Paul Aisen, a professor of neurology at Georgetown University Medical Center.

Asthma, too, is an inflammatory disease. Doctors have known this for more than a decade, and commonly prescribe anti-inflammatory steroids to help prevent asthma attacks. Still, as is true for Alzheimer's disease, osteoporosis and diabetes, the exact ways in which inflammation promotes asthma have yet to be worked out.

**Inflammation is even believed to be a player in cancer.** Tumors spread by commandeering the body's inflammatory mechanisms. Cancer cells dig into neighboring tissue in essentially the same way that inflammatory cells invade the lining of arteries, Dr. Libby said. Inflammation is also involved in angiogenesis, the growth of small blood vessels that support tumors.

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Researchers say it is important to find out what causes inflammation to begin with. In asthma, it appears to be airborne allergens like dust mites and cat dander. But in other diseases, the trigger is harder to discern.

In atherosclerosis, many scientists believe that oxidized fat droplets, circulating in the bloodstream, irritate the artery wall. Some suspect certain viruses **or bacteria**. Many studies have suggested that some common viral and bacterial infections increase the risk of heart disease. The suspect bugs include Herpes Simplex 1, a virus that causes cold sores; cytomegalovirus, which typically causes no symptoms; the bacteria involved in gum disease; H. pylori, which causes stomach ulcers; and Chlamydia pneumoniae, which causes bronchitis and pneumonia. Chlamydia has been found in many arterial plaques. Yet it is not clear that any of these infections directly irritate the artery walls. Dr. Tracy and other experts speculate that infections may play only an indirect role, by heightening the body's inflammatory response.

In the same way, Dr. Tracy said, smoking, obesity and arthritis can also crank up inflammation. Obesity promotes inflammation because fat cells produce cytokines, the proteins that promote inflammation. In a recent Italian study, a group of obese women were able to significantly lower their cytokine levels by losing 10 percent of their body fat.

The idea that bacteria are not directly involved in atherosclerosis may explain why studies so far have failed to show that taking antibiotics can reduce a person's risk of heart attacks. But some anti-inflammatory drugs do seem to make a difference.

ACE inhibitors, drugs commonly used to treat high blood pressure, also appear to reduce inflammation. The drugs help prevent heart attacks, strokes and the complications of diabetes, possibly because they block the action of angiotensin, a protein that not only constricts blood vessels but also seems to promote inflammation.

Many other anti-inflammatory drugs exist. The most familiar is aspirin, already taken daily by many people to help prevent second heart attacks. Dr. Ridker's studies show that aspirin works best at preventing heart attacks in people with high C- reactive protein levels.

Scientists are searching for new anti-inflammatory drugs, and also hope to learn why some people seem more susceptible to inflammation than others. Lifestyle almost certainly plays a role, but genes may, too.

**"Inflammation in general** may provide us with a whole series of new targets for therapy that will treat and prevent diseases in ways we previously had not thought of," Dr. Ridker said. "That makes medical research awfully exciting right now."

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## RAIN AND RUBBERS

There was a preacher whose wife was expecting a baby so he went before the congregation and asked for a raise. After much discussion, they passed a rule that whenever the preacher's family expanded, so would his paycheck.

After 6 children, this started to get expensive and the Congregation decided to hold another meeting to discuss the preacher's salary. There was much yelling and bickering about how much the clergyman's additional children were costing the church. Finally, the Preacher stood up and said "Children are a gift from God," he said. Silence fell on the congregation. In the back pew, a little old lady stood up and in her frail voice said, "Rain is also a gift from God, but when we get too much of it, we wear Rubbers." And the congregation said, "Amen".

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**DENISE DELEEUEW**—Palos Verdes Estates, CA

Thanks to all of you who put out this informative journal. I am still enjoying all the travel stories of the new members and the few "old timers" we knew. I am well, but I am bitterly disappointed that United cancels the companion tickets of widows. That was a surprising low blow. After Carl's 34 years with United I did not expect that to happen. If only they had retained the immediate family as eligible for companion tickets it would have helped. If anyone needs family around, it is widows!

My travels are much fewer and more expensive, as I have been taking a mother-daughter big trip each year for a long time, and have had visits from the two grandsons more often in the past. Carl has lots of coverage in the WW2 website, Shared Honor <http://www.rshonor.org/> as he was a National Commander of the China-Burma-India Veterans Association. As the ranks of WW2 veterans get smaller and smaller, I hope our stories of those days are not forgotten...either as the veteran or the families left at home. Those stories might help the families of the present war.

Check sent in *Denise*

**HERB DELKER**—Albuquerque, NM

I now have been retired for 23 years and still in good health. I go to the gym twice a week, play a little golf, and fly once a month. I had to sell my 310 because of the cost involved, but I'm now renting a 172 with a G1000 and occasionally a 182RG. I have Woodie, a wonderful lady flying companion who get me back to the airport if necessary.

In the past year we've flown UAL on passes to Hawaii with no problem. However, Woodie was initiated into pass travel with a day of standing by in DEN on a return trip from Florida to ABQ. We also bought tickets on American to Chicago and Toledo to avoid heavy loads last summer. Looks like we'll have to do the same this summer.

Many thanks to all of you who keep RUPA and the newsletter running.

*Herb*

**BILL EADS**—Palm Desert, CA

It has been another fine year for Donna & I (and our puppy Sadi). My book WHEN FLYING WAS FUN! was published last year in March and we have had a lot of fun with the whole process. Writing a book is easy (I think all pilots have a book inside just waiting to be written), getting it published is a bit difficult, but the marketing/promotional part is really tough. I have enjoyed some great success in military and airline circles but have not been able to get major recognition in the general media.

My book was in the top 3% in number of copies sold of newly published books in their first year - but Oprah has not yet called! Perhaps she lost my number!

Still playing tennis at least four days a week - more tennis doesn't mean better tennis anymore, it just means more tennis! Keeping involved with the USS Midway Aircraft Carrier Museum in San Diego and planning a trip to down under in January '09. We will take in a few days of the Australian Open tennis tournament and then take a 14 day cruise from Sidney, ending up in Auckland. Paying for full fare tickets for our trip because we simply can't take a chance on SA travel.

Perhaps it's time to increase the annual dues. I have always sent more than the required amount and thought that everyone else did too!! Maybe most of our members are still looking for that "airline discount."

*Bill Eads*

**EDWARD A. ERNST**—Los Altos, CA

Dear Sir, Sorry the check is late. Blame it on Ed's wife--she can't keep up!!

Ed is still at home recuperating from his 2003 major stroke. He's walking with help, does not talk much but makes himself known and we understand most of his "mumbles".

We have a.m. and p.m. help who get him up and put him to bed. Mainly they do therapy the remainder of the time.

He looks better than ever, has no worries, eats everything in reach and sleeps a lot. We hope he continues to improve and stay healthy.

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We both look forward to receiving *RUPANEWS*.  
Thank you all.

Warmest regards, *Ed & Polly*

**JIM GWINN**—San Martin, CA

Twenty two years retired and counting, and all is well in this former prune orchard in the Santa Clara Valley. As we have settled in in this former farming community where wife Tommy and I grew up, we have remained busy with family and friends. No falls off of ladders, nbr 2 grandson, T.J., replaced the 160 feet of roof cap tiles (at his mothers behest) and I am left to struggle with my golf game. I am still carrying a single digit handicap but finding that the hole is getting smaller. Tommy followed me in getting her right hip replaced last August, the pain is gone now and she is enjoying life again. We will celebrate 61 years of marriage on the 4th of July. It is nice people will have fireworks for us again.

Doing a lot less travel this year, one trip on UAL, but will have at least two trips (by auto) to the San Diego area late this summer. One for the World Seniors Golf Assn. Annual Tournament and one for grandson Ross's wedding (the first of the grandchildren to take the plunge). We are looking forward to both events with great anticipation.

Our daughter Kathy (Retired UAL F/A) is enjoying life in Carefree, AZ and younger daughter Trish and family in Silicon Valley doing well as their daughter Maret heads off to College this Fall. Only their son A.J. is left at home now for three more years.

Thirty nine years of flying are just a dim memory, but I can't help looking up every time a plane passes over. We had all of the best of times and survived, but nothing like what is happening now. Thanks to all the staff, the folders and stuffers. Enclosed are the annual fees. Fraternally, *Jim*

**BOB HARRELL**—Escondido, CA

Dear Denis and all the hard working RUPArians,  
With birthday number 81 imminent, it reminds me that just over 40 years ago, April or May of 1968, with F/O Don Dugas we inaugurated jet service with the first revenue flight of the 737. As I recall,

our first stop was CRW, good old "Charlie \West". Don and I had recently parked the Viscounts and were delighted with the new toy. Two years later, I often flew with Don in the DC-8. I still get a good feeling when I find myself on a 737 which is used by so many airlines. The airplane hasn't changed in looks, but obviously improved and updated through the years. My old pal and F/O Tim Rea said that the 737 would make the 727 obsolete, and for United, at least, he was right. With the \$300 coming from the government, I will improve the United States economy by buying some time at the local airport instead of donating to China via Wal-Mart. So there! Best wishes to all my old mates from EWR, LGA, and JFK.

Yers awreddy,

*Bob Harrell*

**GENE HARTRICH**—Greenbrae, CA

I can't believe the calendar is right for it indicates I have passed my 86<sup>th</sup> birthday when only yesterday I set the parking brakes on the big bird in Honolulu. I am luckier than a Tall Dog with two sex organs to be able to drive, walk without pain and recall words and events through association of words and or phrases although I am running out of "Dirty Words". Sad to donate my Kona golf clubs to the Junior program but I did keep two putters and four wedges plus a bag of practice balls.

Shirley and I plan to get Home Help when the time comes and try to stay away from assisted living "Holding Tanks" as long as possible. Right now I am chief cook and bottle washer for Shirley due to her damaged back nerves and heavy pain. She says I am a Hell of a chef if you like to eat the same thing all the time. I'm ok as a cook, pottie and house cleaner and medicine monitor, only hard thing is to learn patience "Right Now". My advice for living is still the same as when we were traveling SA, "Don't let them make you sweat". One worm to his enemy, "You can crawl but you can't run". *Gene*

**JACK HEALY**—Laguna Woods, CA

June 4, 2008 Thank you all for keeping RUPA up and running for us. It's that time of year again and I will be celebrating a big 88<sup>th</sup>.

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I'm feeling pretty good about things as long as United keeps paying my pension, and gives us a first class on the planes once and a while. Since I started with United as a radio operator in 1940, I have pretty good seniority on the list.

Our children live coast to coast so we travel to Virginia, Colorado and Oregon and two of our children live in L.A. We love to spend some time with our ten grandkids. We live in a retirement city, Laguna Woods Village near Laguna Beach, Cal. The weather is great... no snow or tornadoes.

Best regards to all, *Jack Healy*

**DAVID HEILBRUN**—Huntingdon Valley, Pa.

Hello to everyone,

This past year we've made the usual frequent trips to Maui but most of them haven't been a vacation as I'm still involved in the renovation of Mana Kai, Maui complex.

In November, we left Maui (88 degrees) and flew direct to Churchill, Manitoba, Canada (0-5 degrees) to see the polar bears. This was a trip put on through the Philadelphia Zoo. We did another zoo trip in February to Egypt which included a cruise down the Nile. Having been a Penn State architectural grad and seeing all of the antiquities in picture books, this became, for me, the trip of a lifetime.

Paulette and I are busy fostering puppies for the Pennsylvania SPCA. Paulette volunteers twice a week at their shelter and we both do special adoption events about twice a month.

Our pool is open and the garden calls daily. Never a dull moment—causing us to wonder how we ever had time to go to work and fly.

Congratulations to Dennis on his taking over the RUPA Newsletter.

Wishing everyone a good year. *David and Paulette*

**NICK HINCH**—Parker, CO

Hello Denis,

Thanks for all the great work you are doing for the *RUPANEWS*. This has not been a particularly good year for my wife's health. In January of 2007, she took a fall on the ice in our business' parking lot. It

was the usual story; landlord too cheap to do the plowing on a regular basis. She injured her back, neck, and knee and for the rest of the year the pain just got worse and worse. At the end of last year we had to close our business, as she just couldn't stand on her feet for long periods of time. Then in February of this year came the shots and then finally an operation on her back. She will have a partial knee replacement in August, and she is pretty much in constant pain, unless she is lying down. She can do about two to three hours of activity a day, and then has to take a break. The good news is that by the end of the year the recovery should be complete and everything should be back to normal, whatever that is when you are more mature.

I am still flying for CitationShares on the Excel with many of our other fellow retired UAL pilots. Its fun to see the old faces out on the road, especially when you can grab a dinner together, but what a shame to have to do this with no flexibility of a pension. Well, at least we are not at the old dump anymore, and that certainly brightens my day, everyday. Many thanks, too, Denis for your pension information. Nice to get the full picture.

Cheers,

*Nick and Lanique*

**RICK HOEFER**—Mission Viejo, CA

Hi Guys, Well, another busy year. We feel a little Bushed but what the hell. Last June Marie flew another Palms to Pines air race and came in 5th. We went to the Tailhook convention and we came in 1st and 2nd in our division in the "Hooker's 5K".

Marie let me have first and there was no third since we were the only ones in our division, the ancient division. We have just taken a 5 week trip to Austria and Germany. That's longer than we have ever taken but we wanted to see all of our family and friends in case we don't get back. We had a rough start, mechanical Tuesday, mechanical Wednesday, so we took a day off and made it, first class, LAX-FRA. I had purchased a dilly deluxe, no refund, ticket and we missed our flight so we lost that money. However, we stayed with friends and then took a train, FRA-MUC-INN. The prices

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are at least double what they were a couple of years ago but we didn't rent a car and we stayed with Ursula's widowed mother-in-law so it was relaxed and affordable. And, Anni, Ursula's mother-in-law, enjoyed having someone in the house. Anni is a saint but we tried our best to be helpful. I was fun. I'd love to talk about the political thinking but I'd rather do that mano a mano.(I almost wrote "mono a mono" but my son Mark pointed out that meant "monkey on monkey. Hmmm!)

Let it suffice that they feel sorry for our predicament and treated Marie and I even better than before. They love the American people, most of them. They had a 2 hour concert and then lunch while we were there. The final piece was a Stevie Wonder rendition of "Happy Birthday" for my 78th. The following day almost everybody on the street said "Happy birthday" to me. We've spent the last 30 years trying to make friends around the world while our present regime tries to tell everybody, "Be afraid, be very afraid." However, I think the average American is more intelligent and more courageous than that. America will come back to a place of respect, I really believe that.

While we were in Austria we had a problem contacting our German friends with whom we had just stayed. It turns out that while our very fit friend (65) was playing tennis he had a heart attack and his heart stopped. Luckily, his tennis partner was a cardiologist and saved his life (and brain). What luck! Too much physical fitness can kill you.

We had tickets, INN-MUC-FRA on Austrian Air. It was fun. The INN departure was right next to a mountainous cliff. In MUC we had a great dinner while waiting for our MUC-FRA leg. Our friends picked us up at FRA and we had a nice day in Bad Vilbel. In the evening, our son Steven showed up, he was on a layover before flying back to SFO. When we got on our 1st class, 12 hour, flight to LAX, we found out that Steve had contacted the crew and everybody knew that I had flown for UAL for 34 years and Marie had been a pre-jet UAL stewardess. We were treated very nicely and had a great flight.

We think that we may have a few more left in us, we hope so. We must find a way to see our Italian daughter Silvia who lives in Paris with her sweet daughter Elena. And our Russian friends, they

have no idea how important they are to us but that little extra tests my endurance. And our friends in Japan and Australia, we can't go there without going to Thailand. Our Thai family would never forgive us. At least our son Steve, and sometimes Dan, can keep seeing these people. Next week our second Thai daughter-in-love will be sworn in as an American citizen. It will be a great celebration for us.

Oh yes, last year I had three more stents installed, which was not a problem, but I got a blood infection and had to stay in the hospital for a week instead of a night. I had a chance to contemplate my mortality and found that I am comfortable with the inevitable. When my cardiologist heard that we were going to Europe he was taken aback but my family doctor said to him, "They ARE going to go. It is your job to help them." My cardi said, "OK, OK, I like that. Now let's see how we can do it." Our family doctor has become a friend since he has accepted that quality of life, not quantity is our priority. It takes planning to make these trips but I think that is our hobby. Visiting our eskimo friend in Greenland has been a dream for a long time but that is even harder than Russia. And now that she has been made an ambassador it is even more difficult to know where she will be. Our home is open for everyone, and many have stayed with us so we don't feel like we are freeloading. The problem is only that our daughter Teri in Portland jokingly calls for a reservation if she is coming down with the kids. I've probably forgotten some important stuff but this is enough.

Caio, *Rich Hofer*

**HOWARD HOLDER**—Tacoma, WA

To all RUPA

Not much to write this year. Hit the big double seven. Sold the family property in western N.C. Expected a 5 year contract, but buyers paid cash, which cuts off all ties to the home place except memories. Hope to do the Copper Canyon soon.

Our two grandchildren are graduating the same day in June, one from the University of Washington and one from UW Tacoma. Thanks to all who make RUPA run. *Howard*

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**DOUGLAS HORNE**—Santa Rosa Beach, FL

Dear Editor;

While I find the articles about living a long and healthy life somewhat interesting, some are too long and some of dubious theory and authorship. I feel the enclosed poem pretty well sums up the best way to a long and happy life, doesn't take up much space and could even be cut out and put in your wallet.

The horse and mule live thirty years  
And know nothing of wine and beers;  
The goat and sheep at twenty die  
And never taste of Scotch or Rye;  
The cow drinks water by the ton  
And at eighteen is mostly done;  
The dog at fifteen catches in  
And without the aid of rum or gin;  
The cat in milk and water soaks  
And then in twelve short years it croaks;  
The modest, sober, bone-dry hen  
Lays eggs for nogs, then dies at ten.  
All animals are strictly dry,  
They live sinless and early die.  
But sinful, ginful, rum-soaked men –  
Survive for three score years and ten!

**GEORGE HOWELL**—Rolla, MO

Lucky number, 13 years in retirement. And thankful that I am in retirement, and not working!!!

Thanks to everybody that makes the *RUPANEWS* possible!!! I sure enjoy it!!!

Still alive and kicking, but learning, too!

Am on the greatest excursion of my life... a health excursion, into helping to prove that a new, 21st Century medical hypothesis is correct. I am participating in a FDA monitored Open Clinical Trial, using FDA drugs, that sure appears to be the answer for most chronic illnesses of an unknown cause, or autoimmune disease, as most medical doctors would say. It could also be used as a preventative medicine before the "Th1 inflammation" builds to recognizable trouble, IMO.

Still waiting to build our retirement house!!!

For those of you in the L.A. area, there will be a conference on "Aging" July 27-29th at the University of California, Los Angeles (UCLA) <http://tinyurl.com/5c9x7n> It is suppose to be FREE and OPEN to the public. You do need to Register to attend, I understand.

Wishing all wellness!!! *George*

P.S. Bruce, If RUPA is losing money on the mailings, I vote that the yearly charge be increased. So, here is my \$35.00 per year for two years. Thanks, *George*

[Thank You, George!! Your vote has been recorded. BruceM, Sec/T]

**LEIF JONASSEN**—Westlake Village, CA

Retired April 2000 and missed all the fun during that summer. Fell into a job at NetJets flying Citation X's. Started in March of 2001 and had a fun ride til July last year. Started throwing blood clots to my lungs from Vietnam war injury so I'am on blood thinners and just lost my medical a couple of weeks ago. Life is good cause I'am still alive and kicking. Wife Jan also known as January Jones has written a book coming out this September, Thou Shalt Not Whine the Eleventh Commandment. She has a good web site at [www.januaryjones.com](http://www.januaryjones.com) Take care, have fun, *Leif*

**MIKE KAUFMAN**—Santa Cruz, CA

Thank you, RUPA Folks for another year of good reporting and keeping us informed. The only regret right now is that it is so difficult to get on domestic flights as a standby on UAL. Having a condo in Maui has changed quite a lot with the demise of Aloha and ATA. Less seats to the islands means UAL is usually oversold and standby travel suffers. We've taken two trips East in this last year on Southwest to be sure of a seat. That means multiple stops and longer travel days. How I miss the "Good Old Days!" Oh, well life is still great here in Santa Cruz! The Bonny Doon fire didn't kill any wine grapes and that's Good! Ten years as a retiree as of September 1st! Lucky me!

*Mike* Class of '86 from PAA

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## IS THIS ANY WAY TO RUN AN AIRLINE? YOU BET IT IS!!!

Southwest Airlines annual meeting: **The Sinatra of Southwest Feels the Love**

<http://www.nytimes.com/2008/05/24/business/24nocera>.



This year, though, was the love fest to end all love fests. The company's beloved co-founder, Herbert D. Kelleher — known to one and all as Herb — was stepping down as chairman after 37 years. So many shareholders showed up that the company had to set up an overflow room to accommodate the crowd.

When Mr. Kelleher, 77, entered the main meeting room, shareholders gave him the kind of standing ovation usually reserved for rock stars. The Southwest pilots union is also in the process of negotiating a new contract with management. But not only did the Southwest pilots not set up a picket line, they took out a full page ad in USA Today thanking Mr. Kelleher for all he had done. "The pilots of Southwest Airlines want to express our sentiment to Herb that it has been an honor and a privilege to be a part of his aviation legacy," said the union president, Carl Kowitzky, in a statement.

Naturally, Mr. Kelleher smoked Kools during the annual meeting — he may be the only man in America who still smokes and drinks without apology — but nobody minded. It's one of his trademarks. Seven years ago, when he turned over the reins as chief executive, Mr. Kelleher sat in a Frank Sinatra-like pose for the cover of Fortune, a glass of Wild Turkey in one hand and a cigarette in the other. And of course he spent most of his time on the podium cracking jokes — another trademark. Everyone laughed at his punch lines.

But when he brought up the pilots ad — and when he talked about how much the company's employees meant to him — he wept. "I'm Lucky Herbie for having all of these years with all of you," he said. More than a few people in the audience wept right along with him.

No surprise there, either. Over the years, whenever reporters would ask him the secret to Southwest's success, Mr. Kelleher had a stock response. "You have to treat your employees like customers," he told Fortune in 2001. "When you treat them right, then they will treat your outside customers right. That has been a powerful competitive weapon for us." As he stepped away from the company this week, his line didn't change.

"We've never had layoffs," he told me the day before the annual meeting, sitting on the couch of the single messiest executive office I've ever seen. "We could have made more money if we furloughed people. But we don't do that. And we honor them constantly. Our people know that if they are sick, we will take care of them. If there are occasions of grief or joy, we will be there with them. They know that we value them as people, not just cogs in a machine."

"There isn't any customer satisfaction without employee satisfaction", said Gordon Bethune, the former CEO of Continental Airlines, & an old friend of Mr. Kelleher's. "He recognized that good employee relations would affect the bottom line. He knew that having employees who wanted to do a good job would drive revenue & lower costs."



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**EUGENE R LAMSKI**—Perham, MN

Bruce – thanks for the reminder.

They say that memory is the first thing to go. B\*\*\*S\*\*\*. I remember what the first thing was and I don't want to talk about it. From one Geezer to another. *Gene*

**BOB LANGEVIN**—Stuart, FL

It's hard to believe that another year has gone by and that I've been retired for over 5 years now. It seems impossible. From what I see and what I hear, like so many of us, we just got out just in time. It doesn't sound like our "job" is very much fun anymore. Timing is everything and I think that WE retired folk.....lucked out.

Kim and I are keeping very busy with our traveling, grand kids, boating, golf, condo in Saugatuck, MI and yes, my every other Wed. night Poker game with Jimmy Carter and Jerry Bradley. I never realized it before, but Jim Carter is a poor loser and a BAD winner, but is very lucky "at times". Now for Jerry Bradley, he just doesn't bluff very well at all. We sure do have fun "busting" each other, that's for sure. Just like the good ole' MIA days on the 727.

Every March, Kim and I go on a cruise with the Fla. St. Univ. (FSU) football coaching staff (yes, Bobby and Ann Bowden, Jimbo and Candi Fisher, etc. the whole staff) and they are a hoot when you get them off of the football field. Then in April, we go on a 10-14 day trip to somewhere of Biblical significance with our church group. This year it was Egypt and the Nile River, Pyramids, and Sphinx, etc.. Wow, what an experience. Next year it will be Israel, Petra, and Jordan. Not too long after we get back from that trip, we leave our place in Stuart, FL for our condo in Saugatuck, MI (usually about June 1st or so). We leave MI in early September so that we can get back to So. FL in time for the restart of our Stuart RUPA luncheons that are on the 2nd Tuesday of each month. The Aviation Insurance Agency that I started in 1974 continues to prosper and it's fun to be working with my son, Scott.

All is well with the Langevin family so far and God willing, it will remain that way.

By the way, my check is a "little late" but it is "in the mail".

*Bob*

**CLAIR LILLEY**—University Place, WA

Gentlemen, Being four years and two months late on my dues, retirement doesn't leave much free time to get everything done; the check is enclosed (in the mail) bringing me up to date. No health problems to speak of, life has been good, fishing excellent, what more could a person ask for? I am getting hearing aids tomorrow so that I won't need to have everything repeated, which my partner will appreciate. My best to all!!!! As Always, *Clair*

**DAVE LINK**—on the road!

I see by the date on the mail label that I'm paid up till 09, so I guess I sent the check. Nearing 71 you never trust your memory, among other things. Being homeless is liberating in a sense. I sold my golf course home in Kansas in April. You can go home, but there are fewer and fewer people around that you grew up with, and darn few relatives. Lots of friends but few aviators. I packed and stored household goods, and left my car with a friend. Flew to LGA (not SA). Spent 5 weeks in a sublet apartment in NYC. Hung out with my son, went to Bway shows, and ate all too well. Now at my daughters home in SEA area. Checking housing prices here vs. KS. Sticker shock! Even with the big downsize. Gas, utilities, food, all 30% cheaper in KS, but there is an Income Tax. My plan now is back to KS to get my car, and then Road Trip! Nice timing, huh? Hope to visit friends along the way. Denver, Tucson, Phoenix, San Diego, Los Angeles, Sonoma, Ukiah, Oregon, and to SEA. Intend to rent for awhile, and decide where to live. On the health front, very early discovery of mouth cancer, surgical removal, and very good prognosis.

ON THE ROAD AGAIN! *Dave Link* cell: (316) 209-0912

**ROD LION**—Maple Valley, WA

Greetings All,

Another year slips by with all well here in the Northwest. Golf, fishing and computers occupy most of my time. I had the pleasure of a couple rounds of golf with R.C. Mitchell on one of his trips north to visit kids and grandkids.

Thanks to all that keep the RUPA NEWS coming.

*Rod*

captlion@comcast.net

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**BOB & KATHY LYNCH**—325 Clifton Avenue,  
San Carlos, CA 94070.

(650) 593-2232, e-mail; boblynch@sbcglobal.net.

Postage check on its way via snail mail.

Thirteen years now since setting the parking brake for the last time. Kathy & I continue to be blessed with good health. Kathy got a clean report on her two year anniversary of being diagnosed with breast cancer. She is back on the line flying but temporarily off right now with a job related knee injury. She's hoping to be back on the line next month.

This has been a tough year of health problems for our friends and relatives. By the time you read this Kathy's step-father will have lost his fight with metastasized prostate cancer. We have lost two of her uncles in the past year, one of them just two weeks ago. I lost a best friend from high school earlier this year and we have other family members who are not doing very well. I guess it's just that time in our lives when this begins to happen but it sure is hard to deal with.

Looking on the bright side, we celebrated our youngest daughter's wedding this year. She was married to her longtime boyfriend whom we love to pieces. He is such a great guy. They had been together for many years and the neat part is that Kathy's step-dad who we have just lost, was able to marry them. He was a Methodist Minister and a dear heart who had also married Kathy's sister and her husband as well as two of Kathy's brothers and their wives. So this was a very special event for all of us.

We seem to be stuck in a rut but we enjoyed yet another of our annual treks to Carmel and Hawaii this past year plus visits to Orlando and Arkansas to visit family. We have avoided going abroad the past couple of years. With the dollar in the tank it just doesn't seem to make much sense when there are so many other things we can do without blowing the kids inheritance.

Looks like we are all finished with the NASA work. We completed the two year demonstration program and transfer of the National Aviation Safety Archives to the FAA. It will be implemented as part of what's called the ASIAS program which is an umbrella program for a number of aviation related databases. The ASIAS program is being

managed for FAA by MITRE Corp. It will now be FAA's responsibility to operate the program for the benefit of the airline industry.

The National Archive program incorporates much of the technology developed by the NASA research program we have been working on for the past 13 years. The program was very successful with much of the technology already adopted and implemented over the past few years by the FOQA vendors at individual airlines.

With the implementation of the National Archives within the ASAIS program, these same tools will now be available for use at the national level to do flight safety related analysis on aggregate data across airlines and fleets. This national resource will, for the first time, provide a macro view of national airline operations which can be used by both government agencies and airline safety departments to better manage flight safety programs.

The work completed by our research team resulted in a large number of patents along with many NASA and industry awards including two R&D 100 awards. The R&D 100 awards recognize the top technical achievements in the world each year from all fields of technological achievement.

The only problem now is that I have boxes and boxes of plaques, certificates and awards and not enough wall space in my office to hang them. Looks like I'm stuck because that kind of stuff doesn't go very fast at a garage sale.

That being said, one of the things that came from all this that I am most proud of is being elected first a member and then a Fellow of the Royal Aeronautical Society in the UK. That one probably won't be in the garage sale.

But I guess the best thing of all the NASA work has given us over the past 13 years is another B fund. The way things are going with the national economy I'm wondering how many more failed pension programs the PBGC can take on before it gives up the ghost.

Or son Ron is back on the line at Delta flying the 737 NG (Next Generation). Don't know yet what affect the Delta/NWA merger will have on his career. Of course, the Delta pilots didn't take nearly the hit that United did when they went through bankruptcy so their pay was somewhat higher to start with. Now, they have been able to get an

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excellent sweetened contract amendment as part of the merger deal. It includes a no-furlough clause, a one percent increase in company contribution to their B fund equivalent, a meaningful profit sharing program, very nice pay increases for each of the next four years, etc. Plus, the pilots will receive equity equal to 3.5 percent of the merged company. Overall a very nice contract. Of course, things can always change if the price of oil continues to spiral out of control.

We'll just have to wait and see what happens. I guess if the airlines implode, he can always go back to corporate flying. He was pretty happy at XoJet flying the Citation Ten. The money and benefits are pretty good there as well. Of course, we're really pulling for him to stay at Delta because WE GET PASSES. :-)))))))).

Again, my thanks to all of you who volunteer your time in getting the *RUPANEWS* out to the rest of us. Great job!!

Good luck and good health to all of you during the next year. Best regards – *Bob*

**PETER M LYNCH III**—Golden, CO

I would hate to see all the good work which all of you do be lost due to underfunding.

So, am adding an extra \$25 to my renewal, which is due next month.

Didn't realize that you live in HMB. My son and daughter-in law live up the road in Montara, and he kite-boards or surfs on your beach nearly every day. All the best & thanks, *Peter*

[Thank you, Peter. BruceM]

**GEORGE MCCULLOUGH**—Suquamish, WA

Greetings to All,

Today I start my fifteenth year in retirement. The guys I used to fly with maybe think it is more than that, but I never paid any attention to them anyway. My health remains good as long as I stay away from the doctors. I still enjoy my astronomy hobby with occasional trips to dark sky sites for star gazing. The *RUPANEWS* is much enjoyed, and I urge the BOD to keep it viable. A modest raise in dues is certainly worthwhile if necessary.

Best wishes to all. *George*

**GERALDINE M MENEFFEE**—Pacifica, CA

Hi, Hope you get this – at least, Monday, 2<sup>nd</sup>, being as I am just up the road.

Followed the “Mavericks” [*World class invitational Surfing contest – Bruce*]

Enjoy the journal, especially notes from the “old” crowd. Medical info is interesting. Travel and stories of the early flying days are great! I pass those on to my grandson, mark (Arlington, VA) and a member of the “Flying Circus.” Thank you for all your time and work.

Sincerely, *Genny*

**HAL & JANET MEYER**—Centennial CO

Today starts the 23rd year since age 60 retirement, and last month UAL was spurned by CAL in regard to a potential merger. Ours just had to have been the greatest generation or era to fly for a # 1 airline. Flying the Piper turbo Arrow takes up some of the slack and enables us to see a lot of beautiful country from a closer point of view. The wife's recovery from her ruptured aneurysm has been miraculous and our complaints are few. Now if they could just bring down the price of AVGAS.

*Hal*

**JIM NUGENT**

Hi Denis,

Thanks for all of you work on the RETUP web site and now on the *RUPANEWS* .

July marks 10 years since I retired from what once was a great airline. Every time I think about what the vultures have done to a once fine industry, I feel my blood pressure go up. I am still flying the DC-10 Flying Eye Hospital for Orbis International but this will be my last year. I'm 70 now and figure I better quit before someone tells me that it is time. I told them that I would fly two more trips, one from Aleppo Syria to Tanzania in June, and one from Entebbe Uganda to Harbin China in August. I've been doing this for nine years now and it has been the most rewarding thing I have ever done. You can read about the Orbis mission on Orbis.org. When I see things like a 4 year old boy, blind since birth, see his mother for the first time it makes it all worthwhile. Orbis has just had a DC-10 -30 donated to them and Fed Ex will convert it to an MD-10 sometime in the next two years.

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We still have the condo at the Mana Kai on Maui and the Owners Assn. has just spent six million dollars renovating the common areas and swimming pool . The building was looking long in the tooth (33 years old) and needed a face lift. It now looks like it is in the 21st century. Norma and I are still in Reno and enjoying good health. I play golf about twice a week and she enjoys gardening. We are planning a two week cruise in October, from Venice to Barcelona, to celebrate 45 years of married bliss. I sure miss all of my old United friends and hope to make it to a reunion sometime soon.

*Jim & Norma*

EWJ,JFK,LAX,SFO,LAX

**RICHARD D. ODABASHIAN** – Bermuda Dunes, CA

Dear RUPA, Find attached data on me since 1943 when I was hired by UAL as 1st Officer., age 21 – Age 24, checked out as DC3 Capt. At age 88 I fly my Beach Bonanza V-tail & as Flight Instructor give Biennials to my friends.

*Richard*

**MR S J BUD PETERS**—Eagle ID (Ret. Dispatcher)

Hi Bruce, Enclosed find my check for annual dues. I'm even a month early. I hit the big 70 next month, haven't really been looking forward to that, but good health is making that easier to take. I really enjoy the *RUPANEWS* and reading notes from guys I enjoyed working with. I'm in my eleventh year of retirement and really enjoying it. I don't miss those rotating shifts in SFODD and CHIDD at all. Many thanks to the Fold's 'n Stuffin' group for their work in getting the newsletter out.

Best wishes, *Bud*

**GEORGE PRESS**—Newnan, GA

Hi Denis, Thanks for stepping up to the plate as our new editor. I'm sure that Bruce is a very happy man to have you on board. My wife Glad and I just celebrated our second anniversary in Newnan after spending twenty eight years in Crystal Lake, IL and thirteen years in Spokane, WA. Our youngest

daughter Dana lives next door and she has two adorable sons ages three and one that keep us active. Dana is a Captain on CRJ-50s at ASA. The weather in Georgia is starting to get quite warm and humid so in early June Glad and I go north to our Cabin on a lake in Newfoundland. We usually come back south in mid Sept. Our three Girls and their families usually come visit us for ten days or so, staggered, while we are there. It has now been nine years since my last trip to Sydney and both Glad and I are still in good health, although I did de-glove my left arm last year in Nfld. while up a pole replacing a wire to one of our out buildings. It required over two hundred stiches but it is all healed up now and you can hardly see the scar. Lyle and Judy Burhans are taking a Motor Home caravan tour of Newfoundland this summer so we expect a visit from them in August. I certainly enjoy reading about all the interesting things people are up to and thanks again for putting it all together. All the best to everyone.

ORD,CLE,SFO 64-99

*George*

**GERALD QUITNEY**—Hollister, CA

It's been 21 years since..... Went by 2 fast; but it's been good. Couple of bumps along the way. Still doing little bit of flying; recently a 1956 G-35 Bonanza to Texas. I picked the wrong day, 6 hours of mostly ruff air with a stop at St. Johns, AZ 4 fuel.

In May 2006 I landed my E18S Twin Beech at Hammond, LA, well more like a ditching, couldn't get the gear down. It's been under repair & upgrade since. I hope to fly it next month. All that UAL training paid off!!!

Last Tues 6/10 I flew UAL to Bozeman, MT. 2 all u naysayers it was a GREAT flight both legs thru DEN. Drove rent car 2 my home at Big Sky Airport, Ennis, MT. It was wet, green & muddy, woke up Weds morn to moderate blowing snow. Quickly beat feet back to Bozeman & avoided getting snowed in. Hey!! this was 6/11. Had another GREAT UAL flight 2 DEN.... then 1st class 2 SJC. Can't beat the price & service..so there. Checks in the mail & Cleve said it so well.

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## CHECK LISTS: INTERESTING PIECE OF AVIATION HISTORY....

On October 30, 1935, at Wright Air Field in Dayton, Ohio, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far. A Seattle newspaperman who had glimpsed the plane called it the 'flying fortress,' and the name stuck. The flight 'competition,' according to the military historian Phillip Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.

A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly, and climbed sharply to three hundred feet. Then it stalled, turned on one wing, and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill. (Hill AFB, Ogden, UT)

An investigation revealed that nothing mechanical had gone wrong. The crash had been due to 'pilot error,' the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features. While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing model was deemed, as a newspaper put it, 'too much airplane for one man to fly.' The Army Air Corps declared Douglas's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do. They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' chief of flight testing. Instead, they came up with an ingeniously simple approach: they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced. In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex.

Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage. But this new plane was too complicated to be left to the memory of any pilot, however expert. With the checklist in hand, the pilots went on to fly the Model 299 a total of 1.8 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War which enabled its devastating bombing campaign across Nazi Germany

### **United Airlines Historical Foundation**

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

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**BILL RICHARDS**—Sun City Center, FL

Egad! Only nine days until I "expire." That really gets your attention when you're as old as I am. I'd best hurry this along. Only thing new since last year is that I've moved 55 miles south and now live in a retirement community in Sun City Center, Florida. Pretty neat, nice big apartment, nice view, good food in six separate dining rooms, always something to do and plenty of interesting people to meet and socialize with. I think I've made a smart move. When I have to downgrade there is a rehab center, an assisted living unit, a nursing home and an Alzheimers unit. There is even a Hospice on the grounds. I haven't found the cemetery yet. See my new address and phone number at the top of the second page under "Membership." Oh yes, my phone number in the June *RUPANEWS* is incorrect. If it hasn't been changed in this issue It should be 813-938-5509. *Bill*

Check is on the way to Bruce.

**JACK RODERICK**—Batavia, IL

Hi Denis,

Sent in my dues a bit late but at least it's the right month. I and the family are doing fine. Wife Nancy is still working as Flt. Att.( 39 yrs.) and not enjoying it. Seems like Tilton and the boys will walk away with their pockets full and to h\_\_\_ with the employees. A merge with USAir I see as a great disaster. Hope the Board sees the folly in it. Son John and wife just had their 1st child--a boy. All are fine as are daughters Kris and Tracy.

I'm still building models and selling aviation and military books on the internet

(ABEbooks.com ). Guess that's it for now. Hello to the CLE Crazyies.

*Jack* EWR,CLE,ORD

**RICHARD SANDERS**

Greetings Colleagues

Another nice year. June found me positioning a 42' Krogen from Anacortes to Ketchikan. Beautiful mid year cruise with a lifelong friend. To CO in Sept to check in with our daughter and her husband newly relocated to Parker. Subsequent visits show

progress continues apace on their 10 acre spread. All short trips for Mary Lou and I. In Sept. we drove to Brooklyn for three delightful days with our son and his wife. Did the Corning Museum in Elmira en route. Terrific. Rick continues his commute to LAX for his flying as an F/O for Alaska. Niagara-on-the-Lake in October - always a nice time. Skied CO in January. Fine conditions with a great condo in Frisco. I had overlooked Breckenridge and Keystone in previous years. We are planning on returning for January 2009 we enjoyed it so much. A brief southern swing including NC and FL in March. Stopped by Kermit Weeks Fantasy of Flight in Polk City. A nice take. Angel Flights pretty well scuttled Nov. thru March by snowy weather. Back in the air in April and May with flights to Michigan, WV and southern Ohio. Satisfying endeavor. You chaps still aviating might want to give it a go. I will close with a quote from an Angel Flight pilot. "During my time as a volunteer pilot, I've carried parents making yet another trip with their seriously ill children. Children helping their aged, terminally ill parents make a final journey home. And kids recovering from chemotherapy or burns leaving their parents behind as they head to summer camp. Many of my Angel Flight passengers are veteran flyers, and I understand now that whatever concerns they might once have had about flying - - especially in small airplanes - - long ago were eclipsed by their experience confronting fears I can't begin to imagine." All's well. Thanks, everyone, for the great newsletter. Fraternally,  
*Dick*

**EDWARD L SMITH**—Orefield, PA

Rupa, Here are my annual dues, a few weeks late. Almost forgot, I guess wife must be right.

Just turned 68, and this is the first time to write to you. I'm not much for writing, only doing.

Thumbnail sketch of life after United. Don't travel much, especially by air, and definitely not on United anymore. In summer of 2002, wife was diagnosed with Melanoma. In summer of 2003, I lost my right kidney to cancer, tumor the size of a cantaloupe. Both of us ok in the cancer department, for now. Now my heart is failing me, after I've been so good to it, too!

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By accident, I discovered I had a congenital heart defect. Also coronary artery disease. Cardiologist tells my wife that one or the other is bound to get me. I'll fool them all and step in front of a bus!

'04 took the family on a motor home trip all around U.S. for the summer. 9433 miles. Wanted them to see what I had seen for the last 32 years. Great trip. Even took the little dog.

Retirement is definitely NOT what I had always thought, largely due to United foiling my plans and our lives.

Talk to you again in the future if the sun comes up and the water don't rise. *Ed*

**FRANK SOARE**—Goodyear, AZ

2007 was a somewhat turbulent year, and hope that we don't have another like it. It was one of those years when we lost our dear relatives and friends. Jeanette lost 2 of her favorite aunts, one in years, and the other too young to pancreatic cancer. I lost my mother last spring, she was 96, fell and broke her leg and hip, never really recovered, and just went down hill after that. She was with it and sharp before her accident. Also, lost my dear friend and classmate Harold Derrick last summer, he was too young also..

Then last August, a water pipe connection on the water softener came disconnected and flooded the house during the night. It was unpleasant and inconvenient, but, it wasn't one of those many homes burning in Southern California, nor a flood or tornado. USAA, the insurance company took over and fixed it like new, even tuned the grand piano, which had no damage. We were happy with their work.

Then we lost our beautiful white Bichon dog. Had her for 13+ years, was like our child, and her death devastated our whole family. I would never compare the loss of a human with that of a pet, except to say we handle human deaths more bravely than the pet's death. I know many of you know what I mean, and have gone through the loss yourselves.

About that time, Jeanette's brother said why don't we go on an Alaskan cruise with them. We did, and had a wonderful time. I thought that after 40 years of flying along the Alaskan coast during my Air Force years, and also during my airline years, it

was time to take a closer look at mother nature's beauty below, and before all of the glaciers are gone.

Still go by the Goodyear airport each day. There are about 2 dozen or more airliners still there since 9/11. UAL still has those DC-10-30 freighters, from when they were in the freight business, they rotate the tires every couple of weeks. Also a 747-300, and 747-200 cargo Girjet, an Airbus 340-200, but it is being parted out. This past week there were 5 or 6 A320s from Skybus Airlines that just went out of business, are now parked there.

Let's hope 2008 will be a better year, and we'll get a new crew in the White House, who actually know what to do to run a country. And keep those articles on better health coming. We really enjoy them and we all have to watch our health. Like all of the others who thank you for taking your precious time away from your families to work on our much needed RUPA publication, accept our deep appreciation for your sacrifice.

Warm regards to all of our friends,

*Frank and Jeanette Soare*

**CURT TAYLOR**—McAlpin, FL/Houghton Lake, MI

Greetings from the grass runways of Little River Airpark, FL (FL10), where the sound of round engines can still be heard and where biplanes rule the sky. . This summer it will be ten years since I set the parking brake on my last flight from SYD. UAL was a great ride and I was lucky to take part from 1960-1998. This summer I am off to Talkeetna Alaska, with the 5th wheel for a month's stay. I hope I get back before the price of fuel reaches \$10/gal.

cltaylor38@yahoo.com *Curt*

**THOMAS UTSEY**—Crystal River, FL

To RUPA, I would like to reinstate my subscription to *RUPANEWS*. Wife, Helen, and I are still making it. Don't travel anymore – too much hassle – almost got strip-searched the last time. Coming up on 89 years. Started out in 1945 on DC3's with Pennsylvania Central Airlines: finished with United on B747's.

Some years back I got a copy of "To Conquer The Air" by James Tobin about how the Wright Bros started it all. I am sure all you old retired "jockeys" would really love it.

Sincerely, *Thomas*

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## 24 HOURS ON THE 'BIG STICK'

What you can learn about America on the deck of the USS 'Theodore Roosevelt.'

by P.J. O'Rourke 04/28/2008

Landing on an aircraft carrier is...To begin with, you travel out to the carrier on a powerful, compact, and chunky aircraft--a weight-lifter version of a regional airline turboprop. This is a C-2 Greyhound, named after the wrong dog. C-2 Flying Pit Bull is more like it. In fact what everyone calls the C-2 is the "COD." This is an acronym for "Curling the hair Of Dumb reporters," although they tell you it stands for "Carrier Onboard Delivery."

There is only one window in the freight/passenger compartment, and you're nowhere near it. Your seat faces aft. Cabin lighting and noise insulation are absent. The heater is from the parts bin at the Plymouth factory in 1950. You sit reversed in cold, dark cacophony while the airplane maneuvers for what euphemistically is called a "landing." The nearest land is 150 miles away. And the plane doesn't land; its tailhook snags a cable on the carrier deck. The effect is of being strapped to an armchair and dropped backwards off a balcony onto a patio. There is a fleeting moment of unconsciousness. This is a good thing, as is being far from the window, because what happens next is that the COD reels the hooked cable out the entire length of the carrier deck until a big, fat nothing is between you and a plunge in the ocean, should the hook, cable, or pilot's judgment snap. Then, miraculously, you're still alive.

Landing on an aircraft carrier was the most fun I'd ever had with my trousers on.

And the 24 hours that I spent aboard the USS Theodore Roosevelt--the "Big Stick"--were an equally unalloyed pleasure. I love big, moving machinery. And machinery doesn't get any bigger, or more moving, than a U.S.-flagged nuclear-powered aircraft carrier that's longer than the Empire State Building is tall and possesses four acres of flight deck. This four acres, if it were a nation, would have the fifth or sixth largest airforce in the world--86 fixed wing aircraft plus helicopters.

The Theodore Roosevelt and its accompanying cruisers, destroyers, and submarines can blow up most of the military of most of the countries on earth. God has given America a special mission. Russia can barely blow up Chechnya. China can blow up Tibet, maybe, and possibly Taiwan. And the EU can't blow up Liechtenstein. But the USA can blow up. Gosh, where to start?

But I didn't visit the Theodore Roosevelt just to gush patriotically--although some patriotic gushing is called for in America at the moment. And while I'm at it let me heap praise upon the people who arranged and guided my Big Stick tour. I was invited on the "embark" thanks to the kindness of the Honorable William J. (Jim) Haynes II, former Department of Defense general counsel. The trip was arranged by Colonel Kelly Wheaton, senior military assistant to acting Department of Defense general counsel Daniel Dell'Orto, and by Lt. Commander Philip Rosi, public affairs officer of the Theodore Roosevelt Carrier Strike Group.

I traveled with the Honorable Mr. Dell'Orto and a group of ten Distinguished Visitors (minus me). Onboard we met people more distinguished yet, including Captain C.L. Wheeler, commanding officer of the Theodore Roosevelt, Rear Admiral Frank C. Pandolfe, commander of the Theodore Roosevelt Carrier Strike Group, and Command Master Chief Petty Officer Chris Engles, who--as anyone with experience in or of the Navy knows (my dad was a chief petty officer)--actually runs everything.

I could go on about the TR and its crew at epic length. And one day, if they'll invite me back, I'll do so. But, being a reporter, I wasn't there to report on things. I was there to get a journalistic hook--a tailhook, as it were--for a preconceived idea. I wanted to say something about Senator John McCain. And as soon as our distinguished visitor group donned "float coats" and ear protection and went to the flight deck and saw F-18s take off and land, I had something to say.



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Carrier launches are astonishing events. The plane is moved to within what seems like a bowling alley's length of the bow. A blast shield larger than any government building driveway Khomeini-flipper rises behind the fighter jet, and the jet's twin engines are cranked to maximum thrust. A slot-car slot runs down the middle of the bowling alley. The powered-up jet is held at the end of its slot by a steel shear pin smaller than a V-8 can. When the shear pin shears the jet is unleashed and so is a steam catapult that hurls the plane down the slot, from 0 to 130 miles per hour in two seconds. And--if all goes well--the airplane is airborne. This is not a pilot taking off. This is a pilot as cat's eye marble pinched between boundless thumb and infinite forefinger of Heaven's own Wham-O slingshot.

Carrier landings are more astonishing. We were in heavy seas. Spray was coming over the bow onto the flight deck, 60 feet above the waterline. As the ship was pitching, 18 tons of F-18 with a wingspan of 40-odd feet approached at the speed of celebrity sex rumor. Four acres of flight deck has never looked so small. Had it been lawn you'd swear you could do it in 15 minutes with a push mower.

Four arresting cables are stretched across the stern, each thick as a pepperoni. The cables are held slightly above the runway by metal hoops. The pilot can't really see these cables and isn't really looking at that runway, which is rising at him like a slap in the face or falling away like the slope of a playground slide when you're four. The pilot has his eye on the "meatball," a device, portside midship, with a glowing dot that does--or doesn't--line up between two lighted dashes. This indicates that the pilot is . . . no, isn't . . . yes, is . . . isn't . . . is . . . on course to land. Meanwhile there are sailors in charge of the landing hunched at a control panel portside aft. They are on the radio telling the pilot what he's doing or better had do or hadn't better. They are also waving colored paddles at him meaning this or that. (I don't pretend to know what I'm talking about here.) Plus there are other pilots on the radio along with an officer in the control tower. The pilot is very well trained because at this point his head doesn't explode.

The pilot drops his tailhook. This is not an impressive-looking piece of equipment--no smirks about the 1991 Tailhook Association brouhaha, please. The hook doesn't appear sturdy enough to yank Al Franken offstage when Al is smirking about the presidential candidate who belonged to the Tailhook Association. The hook is supposed to--and somehow usually does--strike the deck between the second and third arresting cables. The cable then does not jerk the F-18 back to the stern the way it would in a cartoon. Although watching these events is so unreal that you expect cartoon logic to apply.

Now imagine all concerned doing all of the above with their eyes closed. That is a night operation. We went back on deck to see--wrong verb--to feel and hear the night flights. The only things we could see were the flaming twin suns of the F-18 afterburners at the end of the catapult slot.

Some say John McCain's character was formed in a North Vietnamese prison. I say those people should take a gander at what John chose to do--voluntarily. Being a carrier pilot requires aptitude, intelligence, skill, knowledge, discernment, and courage of a kind rarely found anywhere but in a poem of Homer's or a half gallon of Dewar's. I look from John McCain to what the opposition has to offer. There's Ms. Smarty-Pantsuit, the Bosnia-Under-Sniper-Fire poster gal, former prominent Washington hostess, and now the JV senator from the state that brought you Eliot Spitzer and Bear Stearns. And there's the happy-talk boy wonder, the plaster Balthazar in the Cook County political crèche, whose policy pronouncements sound like a walk through Greenwich Village in 1968: "Change, man? Got any spare change? Change?"

Some people say John McCain isn't conservative enough. But there's more to conservatism than low taxes, Jesus, and waterboarding at Gitmo. Conservatism is also a matter of honor, duty, valor, patriotism, self-discipline, responsibility, good order, respect for our national institutions, reverence for the traditions of civilization, and adherence to the political honesty upon which all principles of democracy are based. Given what screw-ups we humans are in these respects, conservatism is also a matter of sense of humor. Heard any good quips lately from Hillary or Barack?

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A one-day visit to an aircraft carrier is a lifelong lesson in conservatism. The ship is immense, going seven decks down from the flight deck and ten levels up in the tower. But it's full, with some 5,500 people aboard. Living space is as cramped as steerage on the way to Ellis Island. Even the pilots live in three-bunk cabins as small and windowless as hall closets. A warship is a sort of giant Sherman tank upon the water. Once below deck you're sealed inside. There are no cheery portholes to wave from.

McCain could hardly escape understanding the limits of something huge but hermetic, like a government is, and packed with a madding crowd. It requires organization, needs hierarchies, demands meritocracy, insists upon delegation of authority. An intricate, time-tested system replete with checks and balances is not a plaything to be moved around in a doll house of ideology. It is not a toy bunny serving imaginary sweets at a make-believe political tea party. The captain commands, but his whims do not. He answers to the nation.

And yet an aircraft carrier is more an example of what people can do than what government can't. Scores of people are all over the flight deck during takeoffs and landings. They wear color-coded T-shirts--yellow for flight-directing, purple for fueling, blue for chocking and tying-down, red for weapon-loading, brown for I-know-not-what, and so on. These people can't hear each other. They use hand signals. And, come night ops, they can't do that. Really, they communicate by "training telepathy." They have absorbed their responsibilities to the point that each knows exactly where to be and when and doing what.

These are supremely dangerous jobs. And most of the flight deck crew members are only 19 or 20. Indeed the whole ship is run by youngsters. The average age, officers and all, is about 24. "These are the same kids," a chief petty officer said, "who, back on land, have their hats bumped to one side and their pants around their knees, hanging out on corners. And here they're in charge of \$35 million airplanes."

The crew is in more danger than the pilots. If an arresting cable breaks--and they do--half a dozen young men and women could be sliced in half. When a plane crashes, a weapon malfunctions, or a fire breaks out, there's no ejection seat for the flight deck crew. While we were on the Theodore Roosevelt a memorial service was held for a crew member who had been swept overboard. Would there have been an admiral and a captain of an aircraft carrier and hundreds of the bravest Americans at a memorial service for you when you were 20?

Supposedly the "youth vote" is all for Obama. But it's John McCain who actually has put his life in the hands of adolescents on a carrier deck. Supposedly the "women's vote" is . . . well, let's not go too far with this. I can speak to John's honor, duty, valor, patriotism, etc., but I'm not sure how well his self-discipline would have fared if he'd been on an aircraft carrier with more than 500 beautiful women sailors the way I was. At least John likes women, which is more than we can say about Hillary's attitude toward, for instance, the women in Bill's life, who at this point may constitute nearly the majority of the "women's vote."

These would have been interesting subjects to discuss with the Theodore Roosevelt shipmates, but time was up.

Back on the COD you're buckled in and told to brace as if for a crash. Whereupon there is a crash. The catapult sends you squashed against your flight harness. And just when you think that everything inside your body is going to blow out your nose and navel, it's over. You're in steady, level flight.

A strange flight it is--from the hard and fast reality of a floating island to the fantasy world of American solid ground. In this never-never land a couple of tinhorn Second City shysters--who, put together, don't have the life experience of the lowest ranking gob-with-a-swab cleaning a head on the Big Stick--presume to run for president of the United States. They're not just running against the hero John McCain, they're running against heroism itself and against almost everything about America that ought to be conserved.

P. J. O'Rourke is a contributing editor to THE WEEKLY STANDARD.

*This article was sent in by two different members, ex-Navy, without doubt. Please ignore the political commentary; the author can't help himself, and we do not condone the politics, but for the 4th of July, and for those of us with kids out there, it seemed OK. Denis.*

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**LARRY WATKINS**—Incline Village, NV

Hi Denis and fellow Ruparians, It's been another great year for Lil and me ! Our health is excellent and we bike, hike and ski to stay in shape. We are flying the Baron a lot less now with the \$5.00+ / gallon fuel.

Cleve, Thanks for your June report to all concerned. A reminder as to what RUPA is all about is needed from time to time.

Enjoy all the articles on Medical, Acorn Days, History of US Aviation and of course hearing from all of you.

Best Health to all. *Larry*

1950 - 1985 SFO MDW SFO

**LLOYD WHITLOW**—Sun City, Henderson, NV

Fellow RUPA Members: We are keeping busy, not only with travel, but also with my work as President, Board of Directors of my WWII Bomb Group Association, (384th Bombardment Group (H), 8th Air Force.). The next Reunion of the Group will take place Oct. 2nd - Oct. 6th, 2008 at Dayton, Ohio. We are planning a Dinner at the Air Force Museum which will be set up near "Shoo Shoo Baby" which is a fabulously restored B-17 and the Museum will furnish a Glen Miller Style Orchestra. The Group flew the B-17 and we were Based in England near a small Village called, Grafton-Underwood, which is located near Kettering and Northampton.

Oct. 2007 we drove to Dayton, Ohio to arrange for the Hotel and Activities for the Reunion, enjoyed the drive, much better than standing by for Flights.

Our other travels included a Cruise from Los Angeles to Sydney, Australia, an excellent cruise, also Australia is one of our favorite places. No problems on getting home on United.

We just concluded another cruise and arrived home on May 5th. The Cruise Ship departed Miami on April 9th and arrived Barcelona, Spain on April 26th. After arrival in Spain, we rented a car and drove to Paris for the flight home.

We spent a couple of days at the Paris DeGaulle Airport Hilton before flying to D.C. on UA 951, we were assigned seats in First, nice to have a 3/28/51 date of hire. After a short layover in D.C. we boarded TED for the flight to Vegas, the Airbus was a let down after the 777 from Paris.

Oct. 2008 will be a busy Month, after the Bomb Group Reunion we will be driving to San Diego for the RUPA Cruise.

We enjoy our new home, which is located in Sun City, Henderson, which is in the hills, SE of Las Vegas, we have an excellent view of the Las Vegas Valley, especially at night with all the lights.

Until next year!

*Lloyd Whitlow*

**EGDAR W WILLIAMS**—Vashon, WA

RUPA – 18 years since retirement. Spend time on Maui at our condo, and Palm Springs' Tennis Club, and Sedona, AZ. No long trips any more.

50<sup>th</sup> Wedding anniversary Aug 11<sup>th</sup>. Celebrating with 13 cabins full of family and friends on an Alaska Cruise.

Still living at the same home – 31 years – on the water on beautiful Vashon Island.

Thanks to the volunteers who put out the *RUPANEWS*. *Egdar*

**LYNDEN E WORDELL II**—Medford, NJ

Dear Bruce, I just celebrated my 68<sup>th</sup> Birthday and how time fly's by. My computer Quicken Program has been telling me my *RUPANEWS* bill is due so I a sending you a check. It is May, so my wife and I as a snow birds have returned to New Jersey from Pompano Beach, FL. We will be here until mid October and then back to Florida. My wife, Martha, and I are enjoying our six grandchildren, ages six months to eight years old. The whole family is doing well and in good health and we are thankful for that.

Since last May, we flew to Rome in September and took a two week Best of Italy Tour. It was a wonderful trip with the great food, culture, and sights. We hope to do a Europe river cruise next year.

I have not flown a United airplane for 8 Years and have enjoyed retirement at the age of 60. Looking at the company now with the cost of oil bubble and with the coming cut backs, it's good to be retired.

I would like to thank you and all the RUPA staff for all the work you do. *Lyn Wordell*

## IN MEMORIAM

### FRANCIS G. BENNETT

Born 06/06/1932, Frank couldn't hear the roar of a plane's engines, that he wasn't compelled to crane his neck & search the sky. He was a pilot in the Air Force during the Korean & Vietnam wars. He went on to fly for United until his retirement. He loved being a pilot. He also loved golfing, but most of all, he loved his family. He was proud to be the patriarch of 9 children (5 of whom he inherited through his wife, Judy)

He was loved & highly respected by all who met him, a man of highest integrity & character! His life was played out always helping others with kindness, wisdom, & generosity. He loved, & was the gentle caretaker of his first wife, Dotty, through the last 10 years of her life as she battled the horrible & increasingly debilitating disease of lupus, which finally claimed her. He found love & life again, & teased her that his new goal in life was to spoil her. Frank succeeded beyond measure for several wonderful years until he took that final flight west on Feb. 14, 2008. My dearest love will be missed beyond measure, but I take comfort in the knowledge that he will be richly rewarded for his deeds here on earth. His reward will be great! *Judith A. Bennett*

### JACKSON W. BOX—Centennial, Colorado

I am sad to report the passing of my Dad, Captain Jack Box, on April 15, 2008 after a long illness. He was 87.

Dad grew up in Houston, Texas and like so many of the early United pilots became hooked on flying as a young boy after a short barn storming ride in a Jenny. He joined United in March 1943 and shortly thereafter began flying C-54 cargo planes in the Pacific during the war. Guadalcanal, Wake

Island, Midway, Honolulu, the Philippines were all regular stops, bringing in supplies and carrying out the wounded. Notably, Dad was flying right seat in one of the first two planes to land in Tokyo following the Japanese surrender, sent there to bring back American POW's.



Following the war, Dad was domiciled in Chicago and was flying Captain on DC-3's at the age of 26! He courted and married a United stewardess from Chicago, Jeanne Horan, and together they began raising a family in Clarendon Hills. One of my earliest childhood memories of Dad's flying was standing in front of our suburban Chicago home with Mom and my brothers and sister waiting for Dad's flight to fly over our house. I can still see that big DC-6 coming in low over the houses and then Dad would see us, flash his landing lights and tip his wings back and forth. Then he would pull up and I would stand there watching that plane until it was out of sight thinking, that's my Dad!

Most of what I know about his early years in aviation were incidents I over heard in conversations with other pilots. And there are some great stories! Things like following the beam to Chicago, then following the rail road tracks to the water tower, and then turn left to Midway. There were many weather related stories, mostly about severe thunder storms in the Midwest.....flying close to the ground trying to equalize the updrafts and downdrafts to keep the plane from being torn apart.....breaking through a horrible thunderstorm 30 miles from the Des Moines airport, landing and then yelling at the fueler to gas this thing up right now because I'm getting the hell out of here!.....flying around in icing conditions in a blinding snow storm

desperately looking for red and green beacon at Midway. My Dad and his friends would laugh about these stories....and opine that if the passengers really knew what was going on in the cockpit at these times, they probably wouldn't be flying!

Dad was domiciled in Denver from 1953 to 1970 and then moved to Napa, California flying out of San Francisco until his retirement in October 1980. His pilot's license includes almost every piece of equipment United flew over 37 years, the DC-3, DC-4, DC-6, CV-340, DC-7, B-720, DC-8, DC-10 and finally retiring off the B-747. As a kid I used to ride in the jump seat when I traveled with him and I loved it. I got to do that one last time on his retirement flight to Honolulu. I'll never forget that takeoff over the Golden Gate and the approach into Honolulu. I was sitting behind him in the jump seat and one of his best friends, Captain Chappy Cook, was flying co-pilot with Dad. Diamond Head came up on the nose and Dad turned left flying along Waikiki Beach and then a right turn for a straight in approach to the airport. Now, I know it's hard to make a bad landing in a 747, but this one was particularly good. Dad really greased it on and there wasn't a dry eye in the cockpit. He did not want to retire. As we taxied to the gate Dad looked down and noticed the flaps were still down....Chappy wasn't used to being the co-pilot and had forgotten to raise the flaps....we all had a good laugh...and then Dad called it a career.

In retirement Dad traveled extensively, managed his investments, tried to develop a golf game, and thoroughly enjoyed his large family. He is survived by 5 children, 17 grand-children, and 9 great grand-children. We will miss him very much.

*Jack Box, Jr.*

Greenwood Village, Colorado

### **PAUL DEAN BROTHERS, JR.,**

Age 49, of Winchester, VA passed away Friday, May 9, 2008, after a very courageous fight with Leukemia.

Paul received a degree in Political Science from UN LV, he served our great nation in the United

States Army flying Chinook helicopters. He retired as a Captain with United Airlines in 2006. Flying was not work for him, it was his passion in life.

Paul married Susan Hake in August, 1985 and they were blessed with two wonderful children, Megan and Ryan.

A funeral service was held on May 15, 2008 at St. Leo Catholic Church, Inwood, WV



### **TOM COFFEY**



It is with sadness that I report the Flight West of Tom Coffey. Tom was a compassionate man known for the friendship and time he has given to various members of our group who were ill. The following was received from Deanna.

Condolences may be sent to:

Mrs. Tom (Deanna) Coffey

2529 Lakevale Drive

Vienna, Virginia 22181-4031

Fraternally

*E.K. Williams, Jr.*

### **THOMAS COFFEY**

On Tuesday, May 27th at Inova Fairfax Hospital, Fairfax, VA, Tom was called for his final flight after a six-month battle with lung cancer. He was 73 years old. Tom retired in 1994 after 38 years as a pilot for Capital and United Airlines. He always kept his flight bag packed hoping the crew desk would call for one more trip.

He is survived by his wife, Deanna, three sons, Michael, Christopher, and Patrick, one daughter, Kathleen and son-in-law, Darin Barach, and two grandsons, Ryan and Conor Barach. Honoring

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Tom's wishes, the funeral is private and burial will be at Quantico Virginia Cemetery. The family is hosting a celebration of Tom's life on June 3rd from 3:30 pm to 6:30 pm at their home: 2529 Lakevale Drive, Vienna, VA.

In lieu of flowers, memorial contributions may be made in his name to: Make-a-Wish Foundation of America, Attn: Donor Care Center, PO Box 29119, Phoenix, AZ 85038, or the American Cancer Society at 800-227-2345.

### **MELVIN E. HEFLINGER**

My husband, Mel Heflinger, passed away very peacefully from gastro-intestinal bleeding May 7, 2008. He flew for United for 37 years and loved every minute of it. (Born: 6/19/1921)

*Mrs. M Heflinger*

### **JON C. HERITAGE**

Jon passed away on May 19, 2008 in San Antonio, Texas at the age of 74. He was born in Houston, TX on March 12, 1934. He retired in 1994, having flown out of LAX on the 727 and DC-10. Before joining United, Jon flew fighters in Viet Nam and then joined Air America flying secret sorties into Laos. He retired from the Air Force as a Major.

After retirement, Jon moved first to Kerrville, Texas, then to San Antonio. He became very active in national and international skeet and trap competitions. He was an avid reader, especially of history, a quiet, polite, unassuming man, a real gentle-man. He was my good friend and will be missed.

*John Baer*

### **DALE "PAT" PATERSON**

Born in Tuscaloosa, AL on Feb. 11, 1932, Captain Dale "Pat" Paterson, 76, died Wednesday, May 28, 2008 at his Woodside residence, in Aiken, SC. after battling an extended illness. He was born in Tuscaloosa, AL, raised in NJ and lived for 27 years in San Diego, CA prior to moving to Aiken in 2003. He was the only child of David Wilson Paterson and Oattie Mae Roycroft Paterson.

Captain Paterson was an active duty Naval Aviator with over one hundred landings on the aircraft carrier USS Ranger (CV-61), earning him the distinction of "Centurion". In 1975 he retired from the Naval Reserve with the rank of Captain. In addition, he flew for United Airlines for 32 years flying both domestic and international routes prior to his retirement as a Senior Captain in 1992.



Funeral services with full military honors will be held at Barrancas National Cemetery, Naval Air Station Pensacola, FL at a later date.

Captain Paterson is survived by his wife, Marion Evans Paterson, six children and four grandchildren. George Funeral Home & Cremation Center is assisting the family.

Memorial donations may be directed to the Aiken County SPCA, 401 Wire Rd., Aiken SC 29801

### **WILLIAM EDWIN POGUE**

William Edwin Pogue May 9, 1934 - June 9, 2008 Ed passed away peacefully at Stanford University Hospital after sustaining a severe head injury with his loving wife Johanna at his side. He was born and raised in Millersberg, Kentucky. After graduating from Eastern Kentucky University, he joined the Navy and became a fighter pilot, serving two cruises aboard the USS Ranger. He later worked 28 years as a pilot for United Airlines. He was an avid golfer, playing in tournaments across Africa, Europe, and Asia. He also traveled extensively, visiting remote areas including Antarctica, Borneo, the Galapagos Islands, and Machu Picchu. Spanning his entire life, he reveled in working with wood. He became a master cabinet maker in his early twenties and amazed his family and friends throughout his life, making museum quality furniture, toys, vases, and bowls. He is survived by his loving wife Johanna, brother Tom, two sons, Eddie of Louisville, Kentucky and Eric of Danville, California, along with four wonderful grandchildren, Elizabeth, Andrew, Jasper, and Kinsey.

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Funeral Services were held at Bethel Lutheran Church, Cupertino, Saturday, June 14. In lieu of flowers, donations in his memory can be sent to Second Harvest Food Bank of Santa Clara and San Mateo Counties, 750 Curtner Ave., San Jose, CA 95125.

Published in the San Jose Mercury News on 6/12/2008

## **ROBERT MARTIN REFVEM**

June 23, 1920 - May 27, 2008 Captain Robert M. Refvem, retired United Airlines pilot and long resident of Reno, NV and Hillsborough, CA passed away on Tuesday, May 27, 2008, due to heart failure. Captain Refvem was surrounded by his wife, 3 children and 2 of his grandchildren. Captain Refvem was born in Grangeville, ID in 1920. He was the eldest of three brothers who grew up in Stanfield, OR. He was a member of the Burlingame Masonic lodge and Burlingame Rotary Club. He retired from United Airlines in 1980, completing a 40 year career.

He was preceded in death by his parents, Martin and Chloe Refvem; daughter, Linda Refvem Smith Warnecke; and his brother, Thomas R. Refvem. He is survived by his wife, Patricia Davies Refvem of Reno, NV; son, R. Martin Refvem II of Pasadena, CA; daughter, Cynthia Refvem Nelson of Carlsbad, CA and daughter, Lisa Refvem Davies of Caribou, ME. Captain Refvem also had 8 grandchildren and 5 great grand- children.

Memorial service was held Monday, June 2, 2008 at 1 p.m. at Cypress Lawn in Colma, CA.

## **MRS ROBIN WATERS**

Robin Waters, 68, passed away quietly in her sleep on May 19th, 2008, after a 4-year battle with ovarian cancer. Robin had a long career with the medical division of the U.S. Department of State in Washington, DC. She was hired as a medical technician and retired as assistant laboratory chief. She became an expert in parasitic diseases, especially malaria. She attended several week-long advanced courses at the Centers for Disease Control in Atlanta, wherein many classmates were MDs. She loved her work.

Robin is survived by her husband of almost 43 years, James Waters; two sons, Michael and Christopher; grandson Colin Waters; and a brother, Andy White.

Robin's many friends are invited to a celebration of her life to be held on Wednesday, May 28th at the Country Club of Landfall at 7:00 PM.

In lieu of flowers, donations may be made to Lower Cape Fear Hospice & LifeCareCenter or any cancer research organization.

Published in the Wilmington, NC Star-News from 5/21/2008 - 5/22/2008 Condolences may be sent to:

Captain James E. (Muddy) Waters, Retired  
1828 Gleneagles Lane  
Wilmington, NC 28402-6200  
910-256-6460  
jwaters4@ec.rr.com

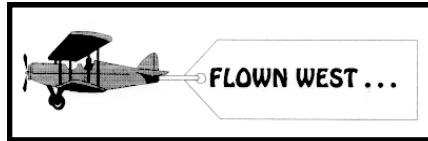
Robin fought ovarian cancer since 2004. We were just shy of our 43rd wedding anniversary. She endured the chemotherapy and other treatments with a good deal more courage and grace than I could have mustered. For the last six months we had wonderful at-home help from the Hospice people; they are living, breathing angels.

A month has gone by, and I still feel like I was punched in the solar plexus, unable still to breathe deeply. I will miss her every day of my life.

*Jim "Muddy" Waters*

DCA/IAD, DEN, SFO, and for my sins, ORD as a commuter





<b>JACKSON W. BOX</b>	<b>4/15/08</b>
<b>PAUL D. BROTHERS</b>	<b>5/09/08</b>
<b>TOM COFFEY</b>	<b>5/27/08</b>
<b>MELVIN E. HEFLINGER</b>	<b>5/07/08</b>
<b>JON HERITAGE</b>	<b>5/19/08</b>
<b>BODO B. KOPPE</b>	<b>3/02/08</b>
<b>HAROLD MCMANUS</b>	<b>3/28/08</b>
<b>DALE "PAT" PATERSON</b>	<b>5/28/08</b>
<b>WILLIAM E. POGUE</b>	<b>6/09/08</b>
<b>ROBERT MARTIN REFVEM</b>	<b>5/27/08</b>
<b>WILLIAM R. SURPRISE</b>	<b>4/27/08</b>



### HIGH FLIGHT

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

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

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



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## RUPA'S SOCIAL CALENDAR

### Monthly Scheduled Lunches

1st Wed. SFO North Bay—*Petaluma Sheraton*  
2nd Mon. SW FL—*Olive Garden, Ft. Myers* - 239-417-8462  
2nd Tue. San Diego Co—*San Marcos CC* - 760-723-9008  
2nd Tue. Nov-Apr Treasure Coast Sunbirds—*Mariner Sands CC* - 772-286-6667  
2nd 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

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**Deadline: July 23, 2008**

**Mailing: August 6, 2008**

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**RUPANEWS**  
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