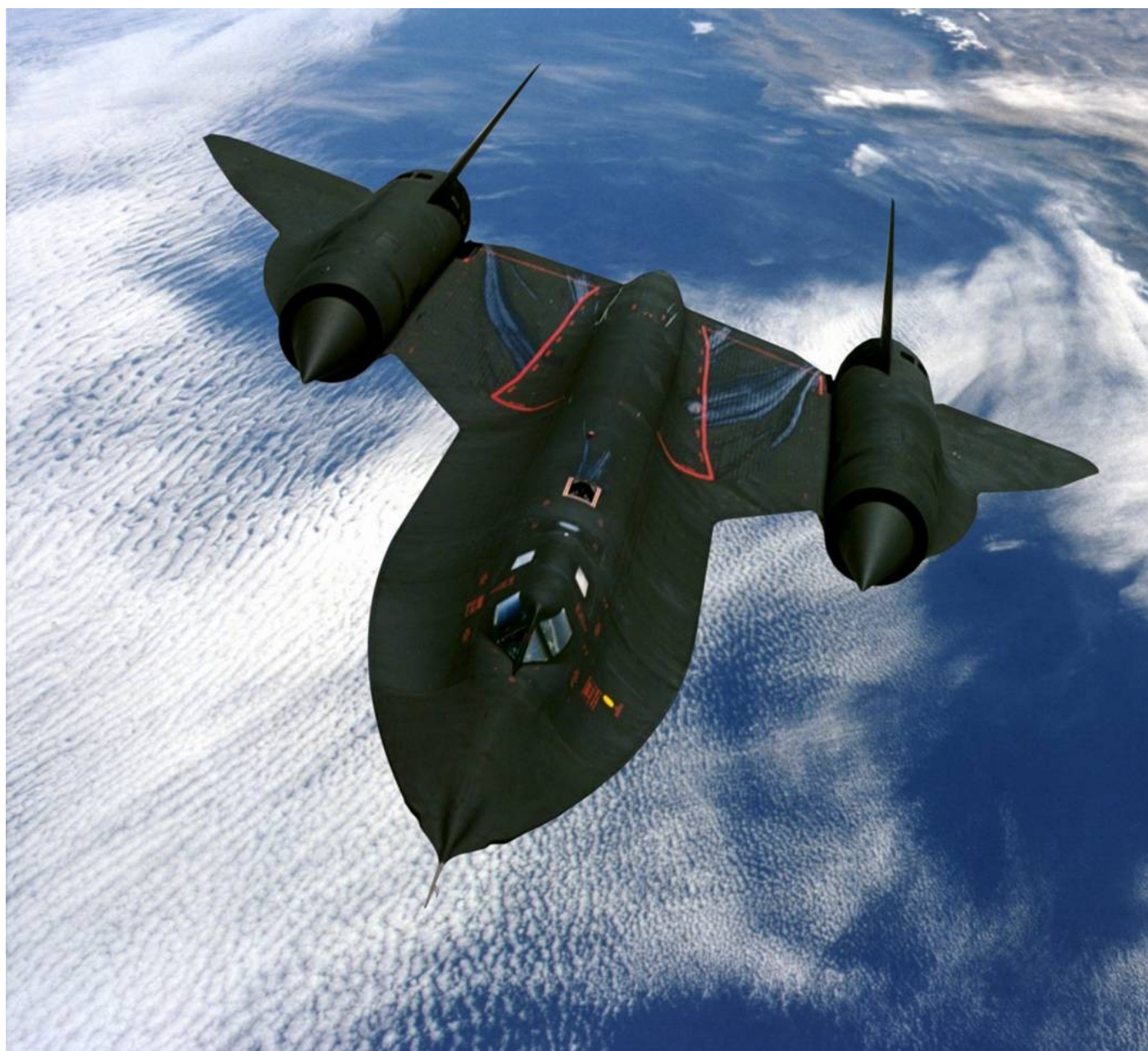

rupanews



Journal of the Retired United Pilots Association



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August, 2008

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

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

RUPA is currently running at a loss - we must charge for replacements and 1st class postage.

1 or 2 replacements: \$2.50, 3 or more: \$4.75 per mailing. Check to Sec/T, please.

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

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PRESIDENT'S MESSAGE:

After considerable discussion with many of you and the Board of Directors, it has been decided that it is prudent to raise the RUPA dues to \$35.00. We have been able to hold the dues at its present rate for these many long years by eliminating programs and other cost saving measures; primarily the mailing rates with the post office. As you have all seen, all costs are going up and the postal department is certainly not one who wants to be left behind. By going to the periodicals mailing privilege with the post office, we were able to deliver you a superior newsletter at a lower cost. These savings have now evaporated.

We have researched electronic delivery of the *RUPANEWS*, as many of you have suggested. As it turns out, our costs are primarily involved in the setup of the magazine by and for the printer. A few hundred electronic deliveries does not generate appreciable savings. It looks like the only way we could garner appreciable savings would be through a complete electronic delivery. The Board does not feel that it is the desire of the majority. We are, however, going to conduct a poll to see how many of you would be interested in the option of electronic delivery. Bruce McLeod will have more to say about this in his *SEC/T MUSINGS* in this issue.

As you may or may not know, RUPA is in a cooperative alliance with the *United Airlines Historical Foundation* who has been actively trying to acquire all of the archives which are currently stored at the Chicago Headquarters. Considering the financial pressure that United Airlines is under, they feel they have no use for these historical items which are our legacy. For more information on this endeavor, please look for the UAHF article entitled *UAHF Pursues Archive Collection at United Airlines*. (page 32-35).

Larry

SEC/T MUSINGS

I have received email address corrections and record updates by email recently. (Thank You!!) I always send a "Reply" confirmation when I update a record from an email. Often they are returned with a link to a form I must fill out for "permission" to reply to the email you sent me?? Sorry, no links, no forms. Ever. No time!

President Larry Wright mentioned a SURVEY about delivery of the *RUPANEWS* "on-line" in his letter. We are looking at both as an email attachment, or thru a secured Groups site. For the moment, we will deliver via email only. Once a "Secure site access updating procedure" is in place, you will have access there. The following is the desired response to the survey:

TO: rupa.sectr@yahoo.com

Subject: **SURVEY**

Include: YOUR LABEL NAME. Your email address.

I prefer: (attachment) or (secured site) or (either) *Your preference is the only answer!*

If you are not interested, do not respond.

Nothing else in your response: no questions, no suggestions, no comments, no record updates, no "special instructions", no "special requests". I do not have time to reply. Details will be sent with the first *RUPANEWS* attachment. You will continue to receive the USPS copy.

THIS IS A ONE TIME SURVEY – NO REPEATS – YOU KNOW WHAT TO DO

About the program: As an attachment, it will be in your email once a month, just like in your home mailbox. If you "throw it in the trash," it's gone, just like a hard copy. Photos will appear in color, if our original was in color. The Magazine will be in the Adobe Reader file format. Most PC's have it already installed. The Reader is free at www.Adobe.com. You will be able to read *RUPANEWS* on line, or download and/or save it on your Hard Disk. The file size will probably be up to about 1.3MB. Plain dial-up will take a long time to download.

We will be telling you more about the Secure sites, their content and what you can do, interactively on them in future editions of *RUPANEWS*. Patience, all! *BruceM*

EDITOR'SNOTE:

Just for clarification, I am a RETUP Moderator (*Justice of the Peace*), and after about seven years, I know the capabilities of an online "site". We have a message board, where information is exchanged, but many members chose no emails, and just visit the site to browse the messages, photos, files, etc., when they are looking for something, or just feel the urge. They do enjoy seeing what's going on with travel, pensions, the fight to get the FICA/Medicare taxes back, aviation and union news, the color pictures, health news, the latest on the TWA 800 Appeal, and the pertinent comments of other members, who are happy to answer questions and help with problems, WITHIN SECONDS, usually. RETUP, since 2001, is the only place for reliable up-to-the-minute information. (Seems everybody who's not a Member thinks they know all about it.) However, no political or religious commentary is pertinent, by the way. Yahoo provides all the software and storage, FREE. You're all invited to take a look, and you are not required to get emails, but can come in and browse, anytime: <http://finance.groups.yahoo.com/group/retup/>

I suggest something similar for RUPA Members; it's free, maybe with volunteer help, I could show all the old photos, newspaper clippings, jokes, and whatnot, that have been coming in, since I took this job. We don't have the room, or the budget, for them in *RUPANEWS*, and I know a lot of guys would get a kick out of seeing it, especially the folks who sent it. Right now, I have such a site for my editor-stuff, just in case my computer or I go out of service, unexpectedly. We could have the *RUPANEWS* in a File there, where only Members can read, or download, it and other non-restricted files. The software allows many options to choose from. The paper *NEWS* will still be mailed to those who want it that way, but there would indeed be savings from those choosing "no paper". I think many would like the *RUPANEWS* in color.

If you have ideas, or "wanna help", email me: rupadup@gmail.com *Denis*

ABOUT THE COVER:

The SR-71 was the brainchild of Kelly Johnson, the famed Lockheed designer who created the P-38, the F-104 Starfighter, and the U-2. After the Soviets shot down the Gary Powers U-2, in 1960, Johnson began to develop an aircraft that would fly three miles higher and five times faster than the spy plane and still be capable of photographing your license plate. However, flying at 2,000 mph would create intense heat on the aircraft's skin. Lockheed engineers used a titanium alloy to construct more than 90 percent of the SR-71, creating special tools and manufacturing procedures to hand-build each of the 40 planes. Special heat resistant fuel, oil, and hydraulic fluids that would function at 85,000 feet and higher also had to be developed.

At 107 feet long, at first sight, it appeared big, but far from ungainly, with fuel seeping through the joints, raining down on the hangar floor. At Mach 3, the plane would expand several inches as the rising skin temperature, might drive the leading edge of the wing to 1100F. To prevent cracking, expansion joints had been built into the plane. Sealant resembling rubber glue covered the seams, but when the plane was subsonic, fuel would leak through the joints.

In 1962, the first Blackbird successfully flew, and in 1966, the Air Force began flying operational SR-71 missions. The SR-71 was an expensive aircraft to operate. The most significant cost was tanker support, and in 1990, confronted with budget cutbacks, the Air Force retired the SR-71. The Blackbird had outrun nearly 4,000 missiles, not once taking a scratch from enemy fire.

On her final flight, the Blackbird, destined for the Smithsonian National Air and Space Museum, sped from Los Angeles to Washington in 64 minutes, averaging 2,145 mph and setting four speed records.

DANA POINT HARBOR June 17th 2008

Quiet day in the harbor, at least at this end where we park by the *Wind and Sea*. Plenty of parking space. Great day! Construction seemed to have come to a halt on the early breakfast place next door, *Proud Mary's*. They suffered a bad fire a few months back and had to be tore down. The reconstruction was supposed to be finished by June. Lots of birds and boats ...not too many people on the promenade.

Gathering under the bright blue umbrellas, all quickly adjusted and got to the task at hand...

Food! Drinks! Conversation! On deck were ; Rusty Aimer, Carlos Bernhard, Ed Krieger, Bob Fuhrmann, Jim Grosswiler, Rudy Haluza, Rick Hoefler, Ed Judd, Bob McGowan, Bill Meyer, Bill Rollins, Bill Stewart, Ted Simmons, Tony Testa, Joe Udovch, Don Morgan and Ron Dye.

Special welcome to Don Morgan who came in from Corona; Don started with the airline in 1954. He is looking to find people in his area code 78262 who would like to car pool down with him.

(donlmorgan@sbcglobal.net).

Also Ron Dye who is now busy in local real estate joined our group. Jim Grosswiler all the way fresh from Montana where he is enlarging his place on a lake. His family is wanting to spend more time in the Kellogg area. Great to see you guys! Keep coming back when you can. We need you!

Regards to all, *Ted*

DANA POINT RUPA LUNCH

Once again our now aging group Eagles gathered under the blue umbrellas.

The stories of adventures on the line and after hinted at the fact that some of us had been quite a long time from the line pilot days. Initially the talk centered around not of our great adventures...but rather about getting old. Even Michener book *Recessional* (this book was about retirement and heath centers) extended living and even hospice care. Wow! Our boisterous group soon turned back to our triumphs, on the line and adventures in recent days.

Parking was good and the food was great. Even thou mid summer visiting at the harbor seems down.

The temperature was a comfortable 75. On Deck were: Park Ames, Bruce Dunkle, Bob Fuhrmann, John Grant, Jack Healy, Rick Hoefler, Ed Judd, Rudy Loftin, Bob McGowan, Jerry Meyer, Bill Meyer, Bill Rollins, Glenn Schwartz, Ted Simmons, Bill Stewart and Joe Udovch.

Regards to all; Next meeting August the 19th *Ted*

A SINGLE LADY

A little old lady was sitting on a park bench in *The Villages*, a Florida Adult community. A man walked over and sat down on the other end of the bench.

After a few moments, the woman asks, "Are you a stranger here?"

He replies, "I lived here years ago."

"So, where were you all these years?"

"In prison," he says.

"Why did they put you in prison?"

He looked at her, and very quietly said, "I killed my wife."

"Oh!" said the woman. "So you're single...?!"

DENVER GOOD OL BOYS

The July meeting of DEN Good ol' Boys occurred on a delightful summer day and a good turnout resulted. It was probably too hot for the golf links, anyway. Happy hour was its usual rousing success, and the dinner bell sounded at somewhere around noon. The grub was hot and plentiful, and this scribe heard no complaints.

As has almost become routine, George Benkendorf started the Boring Business Meeting off with a joke which went over well, eliciting more than a few chuckles. Thanks, George- it beats the ** out of the feeble effort the coordinator usually comes up with.

The coordinator noted the final flight west for Jim Lovejoy, and his memorial service. There were no other reports of infirmity.

There was a brief discussion of the status of IRS form 843 Medicare Tax refunds. It appears that the only way these claims are going to proceed is through federal courts, which will entail significant cost and other difficulties. At this point no one has stepped forward to 'carry the ball' on our behalf.

Mention was made of the difficulties over air cargo carrier Kalita Airlines (two 747 crashes in about a month)

The festivities eventually diminished and the meeting adjourned at a convenient hour.

Those present included: Mack Connelley, Tom Hess, George Benkendorf, Roger DeLozier, Bill Fife, Bill Hoygaard, Bill Bates, Maury Mahoney, Al Dorsey, Dick Kobayashi, Pete Cecchinelli, Casey Walker, Bob Blessin, Tom Gordon, Al Snook, Jack Davis, Dick Shipman, Joe Kennedy, Tom Johnston, Stanley Boehm, Hal Moore, Pat Murphy, Ed Cutler, Ken Ewing, Duane Searle, Russ Ward, Charles Fellows, Jim Hixon, George Maize, A.J. Hartzler, Bob Crowell, and the scribe and coordinator, *Ted Wilkinson*

THE BLARNEY STONE

A group of Americans was touring Ireland. One of the women in the group was constantly complaining. The bus seats are uncomfortable. The food is terrible. It's too hot. It's too cold. The accommodations are awful.

The group arrived at the site of the famous Blarney Stone. "Good luck will be followin' ya all your days if you kiss the Blarney Stone," the guide said. "Unfortunately, it's being cleaned today and so no one will be able to kiss it. Perhaps we can come back tomorrow."

"We can't be here tomorrow," the nasty woman shouted. "We have some other boring tour to go on. So I guess we can't kiss the stupid stone."

"Well now," the guide replied, "it is said that if you kiss someone who has kissed the stone, you'll have the same good fortune."

"And I suppose you've kissed the stone," the woman scoffed.

"No, ma'am," the frustrated guide said, "but I've sat on it."

Author Unknown

“PAT” PATERSON’S WIFE’S COMMENTS ON HIS STRUGGLE

Pat was in apparent good health right up until November 27, 2007, when he had a full knee replacement due to arthritis caused by an old high school pole vaulting injury. We went through all the required screenings, including having his dentist sign off on his health, and his Internal Medicine MD giving him a physical and EKG.

It was only after the surgery when he began to have some major problems, that we learned from the cardiologist who treated him that the resting EKG was meaningless in determining his ability to withstand the surgery.

He should have had a stress EKG.

The heart problems led to a stroke which was not immediately recognized by the ER doctors, and even though I was insisting on TPA, they ignored me and waited too long for a neurologist's consult and lost the 3 hour window of opportunity. Consequently his recovery was very slow, and the paralysis on one side of his body was improving with physical therapy but in very small increments.

As soon as he was able to leave the hospital I brought him home. Home Health Care as provided by Medicare gives very limited services, but I will say the physical, occupational and speech therapists were wonderful. I had to privately hire 24 hour Certified Nurses Aides to help me care for him from February to the end of May. Pat was happy, gracious, patient and kind through this entire experience. He loved his caregivers and they loved him.

One other note which may help someone, we had the Alpa sponsored Sentry Long Term Health Insurance, which has a 90 day 'qualification' period.

Unfortunately, the 90 days ONLY refers to days spent in a skilled nursing facility, or under home health care. All the many days in the hospital didn't count, so they never did have to pay at all. That same policy required you hire aides who are employed by a health care agency only, so you can't be reimbursed should you find some great aides at the hospital, as we did, who came to care for him on their time off.

I hope the above may be of help to someone - don't agree to any major joint replacement surgery without a stress EKG. And don't be afraid to raise the roof and whatever else is necessary in an ER situation where your loved one is not receiving the care you feel necessary. The ER may be one of the most important places to demand a second opinion right now!

Marion

Pat Flew West on 5/28/08 and was memorialized in the July issue.-ED

NEW RENO RUPA GROUP

The group of RUPA members in the Reno/Tahoe area that meet the third Wednesday every month have decided to get on the radar screen. We have decided to call ourselves the "Biggest Little Group". We meet for lunch at *Macaroni Grill* at 1 PM. Come earlier for refreshments at the bar. The address is 5505 S Virginia Street, Reno, Nevada. Anyone wishing to come please email me Gary Dyer: gtdtahoe@charter.net or phone me for info: 775-747-4429. We look forward to seeing some new faces and hearing some new stories.

Sincerely, *Gary Dyer*

BIENNIAL FLIGHT REVIEW - AUSTRALIAN STYLE

(forwarded by Paul Benz)

Dear Mates;

I am writing to you because I need your help to get me bloody pilot's license back. You keep telling me you got all the right contacts. Well now's your chance to make something happen for me because, mate, I'm bloody desperate. But first, I'd better tell you what happened during my last flight review with the CAA Examiner. On the phone, Ron (that's the CAA d*#"head) seemed a reasonable sort of a bloke. He politely reminded me of the need to do a flight review every two years. He even offered to drive out, have a look over my property and let me operate from my own strip. Naturally I agreed to that. Anyway, Ron turned up last Wednesday. First up, he said he was a bit surprised to see the plane on a small strip outside my homestead, because the ALA (Authorized Landing Area) is about a mile away. I explained that because this strip was so close to the homestead, it was more convenient than the ALA, and despite the power lines crossing about midway down the strip, it's really not a problem to land and take-off, because at the halfway point down the strip you're usually still on the ground. For some reason Ron seemed nervous. So, although I had done the pre-flight inspection only four days earlier, I decided to do it all over again. Because the prick was watching me carefully, I walked around the plane three times instead of my usual two.

My effort was rewarded because the colour finally returned to Ron's cheeks. In fact, they went a bright red. In view of Ron's obviously better mood, I told him I was going to combine the test flight with some farm work, as I had to deliver three poddy calves from the home paddock to the main herd. After a bit of a chase I finally caught the calves and threw them into the back of the ol' Cessna 172. We climbed aboard, but Ron started getting onto me about weight and balance calculations and all that crap. Of course I knew that sort of thing was a waste of time because, calves like to move around a bit particularly when they see themselves 500 feet off the ground!

So, it's bloody pointless trying to secure them as you know. However, I did tell Ron that he shouldn't worry as I always keep the trim wheel set on neutral to ensure we remain pretty stable at all stages throughout the flight. Anyway, I started the engine and cleverly minimized the warm-up time by tramping hard on the brakes and gunning her to 2,500 rpm. I then discovered that Ron has very acute hearing, even though he was wearing a bloody headset. Through all that noise he detected a metallic rattle and demanded I account for it. Actually it began about a month ago and was caused by a screwdriver that fell down a hole in the floor and lodged in the fuel selector mechanism. The selector can't be moved now, but it doesn't matter because it's jammed on 'All tanks', so I suppose that's Okay.

However, as Ron was obviously a nit-picker, I blamed the noise on vibration from a stainless steel thermos flask which I keep in a beaut little possie between the windshield and the magnetic compass. My explanation seemed to relax Ron, because he slumped back in the seat and kept looking up at the cockpit roof. I released the brakes to taxi out, but unfortunately the plane gave a leap and spun to the right. "Hell" I thought, "not the starboard wheel chock again". The bump jolted Ron back to full alertness. He looked around just in time to see a rock thrown by the prop-wash disappear completely through the windscreen of his brand new Commodore. "Now I'm really in trouble", I thought. While Ron was busy ranting about his car, I ignored his requirement that we taxi to the ALA, and instead took off under the power lines. Ron didn't say a word, at least not until the engine started coughing right at the lift off point, and then he bloody screamed his head off. "Oh Shit Oh shit! Oh shit!"

"Now take it easy, Ron" I told him firmly. "That often happens on take-off and there is a good reason for it". I explained patiently that I usually run the plane on standard MOGAS, but one day I accidentally put in a gallon or two of kerosene. To compensate for the low octane of the kerosene, I siphoned in a few gallons of super MOGAS and shook the wings up and down a few times to mix it up. Since then, the engine has been coughing a bit but in general it works just fine, if you know how to coax it properly. Anyway, at this

stage Ron seemed to lose all interest in my test flight. He pulled out some rosary beads, closed his eyes and became lost in prayer. (I didn't think anyone was a Catholic these days). I selected some nice music on the HF radio to help him relax. Meanwhile, I climbed to my normal cruising altitude of 10,500 feet. I don't normally put in a flight plan or get the weather because, as you know getting a FAX access out here is a friggin' joke and the weather is always 8/8 blue anyway. But since I had that near miss with a Saab 340, I might have to change me thinking on that.

Anyhow, on leveling out, I noticed some wild camels heading into my improved pasture. I hate bloody camels, and always carry a loaded 303 clipped inside the door of the Cessna just in case I see any of the bastards. We were too high to hit them, but as a matter of principle, I decided to have a go through the open window. Mate, when I pulled the bloody rifle out, the effect on Ron was friggin' electric. As I fired the first shot his neck lengthened by about six inches and his eyes bulged like a rabbit with myxo. He really looked as if he had been jabbed with an electric cattle prod on full power. In fact, Ron's reaction was so distracting that I lost concentration for a second and the next shot went straight through the port tyre. Ron was a bit upset about the shooting (probably one of those pinkoanimal lovers I guess) so I decided not to tell him about our little problem with the tyre.

Shortly afterwards I located the main herd and decided to do my fighter pilot trick. Ron had gone back to praying when, in one smooth sequence, I pulled on full flaps, cut the power and started a sideslip from 10,500 feet down to 500 feet at 130 knots indicated (the last time I looked anyway) and the little needle rushed up to the red area on me ASI. What a buzz, mate! About half way through the descent I looked back in the cabin to see the calves gracefully suspended in mid air and mooing like crazy. I was going to comment on this unusual sight, but Ron looked a bit green and had rolled himself into the fetal position and was screamin' his freakin' head off. Mate, talk about being in a bloody zoo. You should've been there, it was so bloody funny!

At about 500 feet I leveled out, but for some reason we kept sinking. When we reached 50 feet I applied full power but nothin' happened. No noise no nothin'. Then, luckily, I heard me instructor's voice in me head saying "carb heat, carb heat". So I pulled carb heat on and that helped quite a lot, with the engine finally regaining full power. Whew, that was really close, let me tell you! Then mate, you'll never guess what happened next! As luck would have it, at that height we flew into a massive dust cloud caused by the cattle and suddenly went I.F. bloody R, mate. BJ, you would have been really proud of me as I didn't panic once, not once, but I did make a mental note to consider an instrument rating as soon as me gyro is repaired (something I've been meaning to do for a while now). Suddenly Ron's elongated neck and bulging eyes reappeared. His Mouth opened wide, very wide, but no sound emerged. "Take it easy," I told him, "we'll be out of this in a minute". Sure enough, about a minute later we emerged, still straight and level and still at 50 feet. Admittedly I was surprised to notice that we were upside down, and I kept thinking to myself, "I hope Ron didn't notice that I had forgotten to set the QNH when we were taxiing". This minor tribulation forced me to fly to a nearby valley in which I had to do a half roll to get upright again. By now the main herd had divided into two groups leaving a narrow strip between them. "Ah!" I thought, "there's an omen. We'll land right there." Knowing that the tyre problem demanded a slow approach, I flew a couple of steep turns with full flap. Soon the stall warning horn was blaring so loud in me ear that I cut it's circuit breaker to shut it up, but by then I knew we were slow enough anyway. I turned steeply onto a 75 foot final and put her down with a real thud. Strangely enough, I had always thought you could only ground loop in a tail dragger but, as usual, I was proved wrong again! Halfway through our third loop, Ron at last recovered his sense of humor. Talk about laugh. I've never seen the likes of it. He couldn't stop. We finally rolled to a halt and I released the calves, who bolted out of the aircraft like there was no tomorrow. I then began picking clumps of dry grass. Between gut wrenching fits of laughter, Ron asked what I was doing. I explained that we had to stuff the port tyre with grass so we could fly back to the homestead. It was then that Ron really lost the plot and started running away from the aircraft.

Can you believe it? The last time I saw him he was off into the distance, arms flailing in the air and still shrieking with laughter. I later heard that he had been confined to a psychiatric institution - poor bugger! Anyhow mate, that's enough about Ron. The problem is I got this letter from CASA withdrawing, as they put it, my privileges to fly; until I have undergone a complete pilot training course again and undertaken another flight proficiency test.

Now I admit that I made a mistake in taxiing over the wheel chock and not setting the QNH using strip elevation, but I can't see what else I did that was so bloody bad that they have to withdraw me flamin' license. Can you?

(pilot's name deleted)

LOS ANGELES VALLEY LUNCHEON

Those of us gathered at *Mimi's* on July 17th had a nice visit before lunch was served to the following 15 attendees: Doug Rankin, Marcene Rankin, Don McDermott, Jack Moore, Joyann Moore, Bob Mosher, Herb Goodrich, Marv Jeffers, Norm Marchment, Rex May, Tom McQueen, Mary McQueen, Jack Hanson, Shirley Hanson, and John Joyce.

Don McDermott spoke about the bad situation the airlines are in with the rising cost of fuel and how they are trying to keep the gross weight down. This led to a discussion about US Airways calling in some of the pilots for a meeting on fuel required. The pilots that were required to attend the meetings were those that wanted more than the FAA required fuel. Also discussed was how United has turned over many of its routes to United Express. A prime example: YVR to LAX: there are only three non-stops and all are flown by United Express's CR-7's. We have heard that United pays United Express a fee to fly a route and also pays for the fuel for the airplane. There was also a question concerning the medical benefits, and the possibility that the PPO agreement could change 5 years after emerging from Chapter 11. At this time United pays some of the cost. Mention was made of the Stockholders meeting held at the Marriott Hotel in Warner Center, in the west end of the San Fernando Valley. Doug Rankin then reported on the "United Family Unity Rally", held at the same time as the Stockholders meeting. United Pilots, Flight Attendants and others met at 7:30 a.m. in Warner Park, across the street from the hotel. The Informational picketing took place at the entrance of the parking structure for the hotel, and around the hotel and on Topanga Canyon Blvd by the hotel. In the park after the picketers returned there was a band led by a Los Angeles 777 F/O, and after a catered lunch there were speeches by various people.

By now our lunch was served and we all went to individual visiting. Our next luncheon at *Mimi's* will be September 18th. Til then, *Doug & Marcene Rankin*

URINE TESTING

Like a lot of folks in this state, I have a job. I work, they pay me.

I pay my taxes and the government distributes my taxes as it sees fit. In order to get that paycheck, I am required to pass a random urine test with which I have no problem. What I do have a problem with is the distribution of my taxes to people who don't have to pass a urine test.

Shouldn't one have to pass a urine test to get a welfare check because I have to pass one to earn it for them?

Please understand, I have no problem with helping people get back on their feet. I do, on the other hand, have a problem with helping someone sitting on their ASS, doing drugs, while I work. . . . Can you imagine how much money the state would save if people had to pass a urine test to get a public assistance check?

THE RUPA WASHINGTON AREA EDDIE O'DONNELL LUNCHEON

Our July 16th luncheon was held without our wonderful wives in attendance. E. K. entertained us with a couple of his jokes and then we had a moment of silence in honor of those who have Flown West.

Our luncheon consisted of a bowl of soup, followed by a large refreshing chopped salad, perfect for a hot and humid summer day. We finished the meal with a delicious slice of cheesecake.

After lunch, we were introduced to Mr. Scott Dunham who is the NTSB's National Resource Specialist for air traffic control. Mr. Dunham is NTSB's Senior Air Traffic Control Investigator and he is also a Docent at the Steven F. Udvar-Hazy Center (also known as "The Dulles Annex"). He gave a presentation with actual audio recordings of some of the communication problems encountered between airplane pilots and air traffic controllers. Mr. Scott played the tapes from the 1999 Providence RI T F. Green Airport near misses between UAL, FedEx and US Airways. The presentation was very interesting, albeit scary.

We were pleased to have the following gentlemen at the meeting:

Bob Aldridge, Pat Austin, Dick Baldwin, Jon Beckett, John Cerisano, Hal Cockerill, Gary Cook, Gene Couvillion, Dub Crawford, Bill Davis, Vince Di Felice, Scott Dunham (Guest), Roy Ellis, Jerry Goebel, Bill Golemon, Bob Goodman, Larry Grube, Conrad Hamilton, Bob Huguley, Earl Jackson, Fred Keister, Tom Kosik, John Linderman, Joe Lubozynski, Dave Malone, Frank McKenzie, Pierre Ney, Bill Nolan, Ward O'Brien, Herb Petitt, Larry Rooney, Bud Ruddy, Bernie Schwartzman, Jack Sodergren, Joe Soltis, Sim Stidham, Fred Streb, E.K. Williams, Tom Williamson.

A special thanks to all the folks whose hard work and dedication makes these luncheons possible.

Our next scheduled luncheon will be October 15, 2008, and it will be co-ed.

Jon P. Beckett

"I SPEAK BLONDE"

A plane is on its way to Toronto , when a blonde in economy class gets up, and moves to the first class section and sits down. The flight attendant watches her do this, and asks to see her ticket.

She then tells the blonde that she paid for economy class, and that she will have to sit in the back.

The blonde replies, "I'm blonde, I'm beautiful, I'm going to Toronto and I'm staying right here."

The flight attendant goes into the cockpit and tells the pilot and the co-pilot that there is a blonde bimbo sitting in first class, that belongs in economy, and won't move back to her seat.

The co-pilot goes back to the blonde and tries to explain that because she only paid for economy she will have to leave and return to her seat.

The blonde replies, "I'm blonde, I'm beautiful, I'm going to Toronto and I'm staying right here ."

The co-pilot tells the pilot that he probably should have the police waiting when they land to arrest this blonde woman who won't listen to reason. The pilot says, "you say she is a blonde? I'll handle this, I'm married to a blonde. I speak blonde."

He goes back to the blonde and whispers in her ear, and she says, "oh, I'm sorry," and gets up and goes back to her seat in economy. The flight attendant and co-pilot are amazed and asked him what he said to make her move without any fuss.

"I told her first class isn't going to Toronto "

<p align="center">United Airlines Retired Pilots Foundation, Inc.</p>
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<p align="center">Send all donations for the United Pilots Foundation to: Capt. T. S. "Ted" Bochniarz, Treasurer 11165 Regency Dr., Westchester, IL 60154-5638</p>
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THE WORST AIRLINE — EVER: THE INDUSTRY'S A MESS NO MATTER WHERE YOU LOOK, BUT UNITED IS THE WORST

By Joe Brancatelli, Seat 32B

Portfolio.com

June 10, 2008

Pick through the slag heap of the nation's big network carriers and it's easy to find the worst of the worst: United Airlines.

Just 29 months removed from the longest, costliest, and least-effective bankruptcy in aviation history, the nation's second-largest airline is once again facing a financial abyss. United's first-quarter net loss of \$537 million was more than its two main competitors combined. Last month it paid a huge premium to avoid a default on its loan covenants. Its 4 percent decline in passenger traffic in May was twice as steep as that of any of its competitors. Last week's announcement that it would ground 100 aircraft, reduce capacity by 10 percent, and shed thousands more workers was startling given the huge contraction it already experienced while in bankruptcy. A 19-month search for a merger partner resulted in rejections from Continental Airlines and US Airways, a carrier that was desperate to sell itself to United just eight years ago. The airline's shares slid into single digits last week from a 52-week high north of \$50.

United's day-to-day operations have also deteriorated markedly. Its no-frills Ted sub-brand is being closed, the airline's second expensive failure in the low-cost arena this decade. Travelers are furious about service cuts—the airline has eliminated some meals and some luxurious perks—on United's high-priced P.S. (for premium service), which runs in the high-profile Transcon Triangle between New York, Los Angeles, and San Francisco. And in April, United's overall on-time performance slumped to 72.7 percent, five points below the industry average and 18th among the 19 carriers tracked by the U.S. Department of Transportation.

United's woes since the 1978 deregulation of the airlines are legendary. A mid-1980s pilots strike dragged on for almost a month. United failed as a travel conglomerate called Allegis in the late 1980s and ended up selling off all the hotel chains and car-rental interests it purchased. A flawed Employee Stock Ownership Plan in the 1990s tainted the entire concept of employee ownership of public companies. A merger attempt with US Airways in 2000 became a nationwide scandal after it was revealed that top managers at the carriers would have reaped hundreds of millions of dollars on the deal. A concurrent civil war with its own employees led to weeks when 75 percent of United flights ran late and passengers and baggage were stranded for days in distant locations. Then came 9/11, when two United jets were hijacked by terrorists.

But it was United's collapse into bankruptcy just before Christmas of 2002 that is at the heart of the airline's current crisis. Despite a 38-month stay, hundreds of millions of dollars of employee concession, and the largest pension default in corporate history, United emerged as a fiscal and operational mess. Worse, the airline's new chief executive, Glenn Tilton, a former oil-company executive, embraced every old, failed idea ever tried by big network carriers.

Instead of a simple, cost-effective and passenger-friendly roster of in-flight services and streamlined fleet operations, United left bankruptcy in February 2006 with 26 separate in-flight seat configurations. It dabbled in everything from the upmarket P.S. to the downmarket Ted. It had five types of narrow-body jets, four types of wide-body aircraft and eight flavors of regional jets. Travelers were confronted with flights outfitted with an ever-shifting mix of one, two, three, or even four classes. (By contrast, the industry's only consistently profitable airline, Southwest, flies just one type of aircraft and offers just one class of service.) United's finances were equally chaotic. It left bankruptcy saddled with \$17 billion in debt and its \$3 billion exit financing was secured with mortgages on virtually all of the airline's assets.

And oil is the original sin at the post-bankruptcy United. The five-year plan of reorganization (P.O.R.) cooked up by Tilton and chief financial officer Frederic "Jake" Brace predicted crude would average \$50 a barrel. It was laughable even then. When United filed the P.O.R. in February 2006, oil was already selling above \$65 a barrel—and a panel at the World Economic Forum in Davos, Switzerland, had just discussed the ramifications of \$120-a-barrel crude.

As a result, United's future as a going concern is an open question. One thing that isn't in doubt, however, is the financial wherewithal of the airline's upper management.

Tilton and his top executives emerged from the bankruptcy with 8 percent of the new United Airlines and a fast-vesting bonus plan that the New York Times called "insanity squared." Many of United's management team have been flipping their shares as soon as they vested, yielding tidy profits as the airline's shares topped out above \$50. But rather than curb their enthusiasm now that the market has soured on the airlines in general and United in specific, Tilton et al will pitch a new executive-incentive plan at the airline's annual meeting in California on Thursday. If approved, it will create 8 million new shares for the benefit of the top brass.

In other words, no matter how rough the ride for United's employees and passengers, it will continue to be smooth sailing in the executive suite.

Current sentiment: July 18, '08 Moody's cuts UAL debt ratings deeper into junk Moody's Investors Service on Friday lowered the corporate family and probability of default ratings of United Airline's parent UAL Corp UAUA to Caa1 from B2.

"No one expects Braniff to go broke. No major U.S. carrier ever has."- The Wall Street Journal, 30 July 1980.

THE LAW OF THE GARBAGE TRUCK

One day I hopped in a taxi and we took off for the airport. We were driving in the right lane when suddenly a black car jumped out of a parking space right in front of us. My taxi driver slammed on his brakes, skidded, and missed the other car by just inches! The driver of the other car whipped his head around and started yelling at us. My taxi driver just smiled and waved at the guy. And I mean he was really friendly.

So I asked, "Why did you just do that? This guy almost ruined your car and sent us to the hospital!" This is when my taxi driver taught me what I now call, "The Law of the Garbage Truck."

He explained that many people are like garbage trucks. They run around full of garbage, full of frustration, full of anger, and full of disappointment. As their garbage piles up, they need a place to dump it and sometimes they'll dump it on you. Don't take it personally. Just smile, wave, wish them well, and move on. Don't take their garbage and spread it to other people at work, at home, or on the streets.

The bottom line is that successful people do not let garbage trucks take over their day. Life's too short to wake up in the morning with regrets, so..... "Love the people who treat you right. Pray for the ones who don't."

Life is ten percent what you make it and ninety percent how you take it!

<p>United Airlines Historical Foundation</p>

<p>Send donated artifacts to: United Airlines Flight Center Mail Room, Attn: Tom Angelos 7401 Martin Luther King Blvd., Denver CO 80207 Phone 303-780-5537</p>
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NORTH BAY RUPA LUNCHEONS

Attendees arriving for the June/08 North Bay RUPA group lunch were greeted by a host of Police and Sheriff's vehicles, parked all around the front of the hotel...seems there was a charity event being held inside, that the officers were involved in....however, it was noted by many that several of our "regulars" did not attend..whether the police presence contributed to this fact, is unknown at this time!

Despite the above, a very good group did attend, including RUPA president Larry Wright, Dwight Lubich, Buddy and Alice DeCosterd, and, all the way from Reno, Pat Flanagan! The meeting started off with a moment of silence in memory of Mark Zenner, who passed on tragically, about one year ago. J. R. Hastings spoke of Bruce Chalmers, who recently "Flew West".

The latest from Whitey Myers successful recovery of the FICA funds was relayed, and discussed at length...a handout of Whitey's April missive describing his experience was passed around, as well as the "hot off the computer" uaua announcements of that very morning, outlining the cutbacks to be accomplished. Also included was the management statement of the situation, reassuring how "focused" they were. A brief mention was made, to those using Tri-Care, that unless the politicians acted promptly, payments to medical staff for treatment was going to be cut, shortly! The usual other material was passed around, including a 1966 copy of "Cockpit" magazine, complete with pictures of several new hire classes, just coming on-line..which included one of our regular attendees..(who shall remain nameless, in fear of retaliation). Larry Wright spoke to the group, thanking them for their being in RUPA, inviting them to the August RUPA picnic, to be held at Flood Park, on the peninsula. Larry encouraged the group to invite retired pilots, not currently involved, to join us for RUPA events, and the camaraderie/memories that go along with it..a splendid thought!

Our Esteemed Health and Welfare Chairman, George Hise, was not in attendance, but the recent news article, confirming his previous report, about the value of red wine to good health was discussed..latest news is that more recent tests are showing that a much lesser amount of red wine daily, say around 35 glasses, have the same benefit as the much greater amount first recommended! Thank you, dedicated scientists!!

Attending: Ken Corbin, Tom Grey, Leon Scarbrough, John Baczynski, Dan Bargar, John Loughran, Pat Flanagan, Al Milotich, Rich Erhardt, Dwight Lubich, Bill Greene, Gardner Bride, Bob Grammer, John and Sharon Candelo, Barney Hagen, Buddy and Alice DeCosterd, J.R. Hastings, Larry Wright, Bruce Milan,

Bob and Donis Donegan.

THANKS FOR THE "EXTRA"

The following have added a "Little Extra" to their dues, (in some cases a lot, and a couple of AWESOME amounts!!) received July 1 thru July 23, 2008:

Harry Adair, Jimmy Allen, Allen Anderson, John Anderson, Bill Authier, Barry Bickle, Fred Boom, Jim Boyer, Jack H. Brown, William Burnett, Bill Campbell, Herb Connelly, Ricky Davidson, Billy Davis, Jim Downing, Duncan Fleming, Lee Francis, Rudy Haluza, Warren Heppler, Lee Higginson, Fred Hodge, Irv Jones, Dan Kurtz, Tom Leonard, Bessi McEachern (Cam), Kyran McGowan, Doug Merrick, Robert Morf, Jim Morrell, Edward Morrison, James Morrison, Denny Narog, Bob Niccolls, Bud Preston, Robert Puryear, Walt Ramseur, Bonnie Richardson, Sidney Rhodes, Tim Rudy, Dick Rybak, Al Schmitt, Ted Sholl, Dick Slinn, Bud Smith, John Stefanki, Alan Stephenson, Steve Stephenson, Rod Violette, Russell Wasser, Jim "Muddy" Waters, Ron Windy. --- THANKS TO ALL!!" *Bruce Mc*

THE JULY MONTHLY LUNCH OF THE NORTH BAY RUPA

Group was held on the first Wednesday, July 2nd, at the *Petaluma Sheraton's Tolay Room*..Several favorable comments were made about the latest changes to the menu. No guest were present, and the usual gang was somewhat reduced by the absence of some of the "regulars" that had called in with vacation/summer tales. The group held a moment of silence to mark the Flying West of Captains Don Mastrud and Bert Jensen, as well as former VP Percy Wood. A shameless plug for the upcoming Air Show at Charles Schultz Airport (August 16/17) was given, as well as the news of fund-raiser to be held at the Pacific Air Museum on August 14th, featuring a P-38 exhibit!! (The airport was a P-38 base during WWII). Lots of news to discuss..furloughs/the SLC "hat incident"/the recent 767 cargoliner fire at SFO/the uaua schedule changes for fall, that may not yet be in the computer/the sale of many aircraft by uaua/and, of course, the latest on the FICA follies. Some aviation memorabilia was displayed on the Board, and a few 1940's vintage flying publications were passed around for comments. George Hise continued to distinguish himself as Health and Welfare Chairman with even more vital information to keep we retirees in the pink..so to speak..

A copy of a Yachting magazine, featuring our very own Norton 1, (Rick Saber) on the cover, was also displayed..showing him, and his vessel, at the Petaluma River Bridge, no less! And on the more serious side, Dick Lammerding reported improving his Cholesterol levels, using what Bill McGuire had told the group a few months ago..Red Yeast Rice tablets..this was seconded by a few others, and Bill gave another short report on it's use..attending were: Dan Bargar, Dick Lammerding, Jim Mansfield, Ken Corbin, Tom Grey, John Baczynski, Sam and Mickie Orchard, Dick Smith, George Hise, Bill McGuire, Bill Smith, Al Milotich, Bill Greene, J.R. Hastings, Bob Grammer, *Bob and Doris Donegan*.

Bill Smith and Bill McGuire left the meeting..in the wind..on their big motorcycles..on a beautiful day! lookin' good!

AIR FORCE CLASS 59-G-----ATTEN-HUT!!!!

NOW LISTEN UP!! Coach HARDY will be watching from PILOT HEAVEN for all those who don't make the **CLASS 59 Reunion**, October 8-12 at Wright-Patt AFB while we ingest all that "poison" that he wrung out of us at PT on Monday mornings-----remember?????

The reunion will be ALL INCLUSIVE-----all classes during the year of 1959---Class 59-A thru 59-H. There is a web site to go to for all the info that is out thus far. The site is: www.class59-d.org

The site will give you 1. A newsletter from 59-d about the reunion and 2. A registration form that you will print out and send in if you plan to attend.

If you have any friends that may have been in ANY class during 1959 please pass this information on to them. It's a herculean task to organize a class reunion for just one class (like 59-G from all bases) let alone all classes for the whole year. Someone else is doing all the "grunt/leg work" and all I'm trying to do is pass the information on in an organized manner. If you decide to attend, let me know and I'll pass the attendees on to all the class members.

For those of you who haven't been to the Wright-Patt Air Museum recently, you have a real treat in store as the Museum is One -of -a kind for all the kinds of aircraft that we were around while we served in the Air Force.

I only have a few e-mail addresses for our class. If you know of anyone who is NOT on the list, please make it known to me via e-mail. *Paul Schueler* peschueler@hotmail.com

RUPA MEXICAN RIVIERA/SEA OF CORTEZ CRUISE

Holland America has decided to run the cruise in the reverse order than was first 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 to \$129.35. The tax increase will only pertain to new bookings. Due to the rising cost of fuel, there will be a \$9.00 pp per day surcharge applied to all new 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.

Verandah cabins are very scarce if any are left at this time.

Check back issues of the *RUPANEWS* for details if you are interested in going on this cruise. Following is a list of RUPA members who have signed up for this cruise:

Wally & Marjorie Amling

Hugh & Jo Berry

Rich & Georgia Bouska

Ken & Shirley Corbin

Gil & Patricia Coshland

Joe & Barbara Collins

Bob & Muriel Clark

Jack & Angelina Davis

Jim & Nan Day

Ken Ewing & Kathleen Brendlinger

Jim & Yvonne Glendenning

Ed & Corrine Greer

Joe & June Hall

Nate & Elenor Hall

Sunee Jines

Howie & Patricia Jundt

Marlin & Mary Kalpin

Edward & Lynda King

Ed & Pat Manning

Bill Marsh

Susan Miller

Laurie Nicola

Ofelia Nickel

James & Theresa Nist

Kent & Chris O'Brien

Sharon & Jerry Poulin

Patti Robinson & Sally Haake

Barbara Thompson

Jim & Frances Trierweiler

Richard & Frances Shultz

Lynn & Linda Smith

Jim & Lula Staib

FB Steve & Shirley Stephenson

Lloyd Whitlow & Donna Koepp

Edward & Rachel Wallof

Submitted by Rich Bouska



WHY PARENTS DRINK

The boss wondered why one of his most valued employees was absent but had not phoned in sick one day. Needing to have an urgent problem with one of the main computers resolved, he dialed the employee's home phone number and was greeted with a child's whisper. "Hello?"

"Is your daddy home?" he asked.

"Yes" whispered the small voice.

May I talk with him?

The child whispered, "No"

Surprised and wanting to talk with an adult, the boss asked, "Is your Mommy there?"

"Yes"

"May I talk with her?" Again the small voice whispered, "No"

Hoping there was somebody with whom he could leave a message, the boss asked, "Is anybody else there?"

"Yes", whispered the child, "a policeman".

Wondering what a cop would be doing at his employee's home, the boss asked, "May I speak with the policeman?"

"No, he's busy", whispered the child.

"Busy doing what?"

"Talking to Daddy and Mommy and the Fireman", came the whispered answer.

Growing more worried as he heard a loud noise in the background through the earpiece on the phone, the boss asked, "What is that noise?"

"A helicopter" answered the whispering voice.

"What is going on there?" demanded the boss, now truly apprehensive.

Again, whispering, the child answered, "The search team just landed a helicopter"

Alarmed, concerned and a little frustrated the boss asked, "What are they searching for?"

Still whispering, the young voice replied with a muffled giggle...

"ME"

Address changes, Snowbirds & Others:

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

RUPA, PO Box 275, Half Moon Bay, CA 94019-0275 — or — E-mail: Rupa.Sectr@yahoo.com

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

LETTERS

WALLACE E AMLING—Leucadia, CA

RUPANEWS, Enclosed is my check, \$25 for dues and another for UARPF. I'm late as I just got back from Alaska. Got skunked on the fishing for King Salmon but had a wonderful time. The scenery between Anchorage and Seward on the train with all the glaciers and flowers was spectacular. We saw lots of animals and birds.

My excuse for going was a wedding in Anchorage. We had exceptional lodging at The Stahl House in Anchorage.

Marjorie and I are both in good health. I am still flying, surfing, playing tennis and golf. Looking forward to the Cruise in Oct.

Wally

MARGARET BARNARD—Los Angeles, CA

My husband Charles's birthday was in August, hence this letter. I am paid up for the next year, however. I read RUPANEWS every month even tho I am recognizing fewer names each month. When I read letters about "old times", I am reminded of my "old times" which was in 1943. I became a stewardess in 1943 for United, and my first flight comes to mind. The flight was from Chicago to LaGuarda in a DC3 (of course).

I arrived at the airport, and found the plane to be a "left handed" DC3. This was not even mentioned in stew training. The door was on the opposite side, and the buffet arrangement entirely different. It worked out okay of course. The captain was Bob Dawson, a prankster, and the co-pilot was Charles Barnard. Charlie and I were married 3 years later. We were married for almost 58 years. I always look forward to the RUPANEWS.

Margaret Covington Barnard.

JUDITH S BENNETT—Hudson, FL

I am very sorry the check is late. My beloved husband died Feb 14, 2008, and I am still in shock, slow at checking the mail and attending to things. We loved to read the Magazine together, and I will receive comfort reading it in his stead.

Thank you, *Judith*

BARRY BICKLE—Lake Forest, FL

Dear RUPA all, First of all thank you to all who keep this organization going.

This past year has been a busy one starting with flying to CA for Thanksgiving. We shipped 2 dogs and carried 4 puppies with us in the cabin. The guy sitting next to us didn't even know we had puppies with us. Next we entertained 9 house guests for 10 days for Christmas, could hardly wait for Santa to go home. In January we went on a cruise of the Caribbean.

Then in the spring, I think it was March got word that my good friend Jim McKinstry has cancer of the tongue and is going through all kinds of bad days. Keep him in your thoughts.

I flew to LAX to board our private rail car and traveled to Chicago and back to LAX by way of OAK. In early May I started an exercise program, I wanted to be able to get into my bikini for my 50th high school reunion in Sept. That's when all the problems started with symptoms my wife didn't like. She said you are going to see the urologist, they are such a fun bunch. I wanted to do the typical guy thing and say it's nothing, so we went to the doctor. Result, 6.5cm size tumor on my left kidney. D day was June 6th with surgery that morning. They took off the bottom 1/3 of my kidney and got all the tumor. Bottom line here guys, Listen To Your Wives. Needless to say as a result of that all my summer travel plans got put on hold. Still hoping to attend that 50th reunion in Kansas in Sept.

Check is in the mail.

Barry Bickle '64-00 SFO and a little ORD

RICH BOUSKA—SFO

Denis, thank you for stepping forward to take-up the reins of Editor, it's a tough job but rewarding in the long run. Ted, I would like to take this opportunity to thank you for your years of upholding the policies of Jock Savage while you were the Editor and for helping Denis during this transition. Ted, you took over during troubled times, and I thank you for allowing me to have what amounted to a free run during my presidency. Again thanks to both of you.

In the June 2007 issue of the *RUPANEWS* I invited any of you who were interested in joining Georgia and me on an Alaska Cruise Tour with Holland America to contact me. We just completed that trip with 15 friends, family and RUPA members. We all thought it was a great trip. We arrived in Anchorage on June 5th to begin the tour - our tour director explained that this was not a tour, but an adventure, and it really was. In Anchorage we boarded a luxury domed railcar for the trip to Denali National Park. During that ride we were able to view Mount McKinley, what an awesome sight! We spent two days at Denali, one day on an 8 hour Tundra Wilderness Tour viewing Moose, Bear, Caribou, Big Horn Sheep, Lynx, and the natural beauty of Denali Park. We again boarded the domed railcars for the trip to Fairbanks and an overnight stay. From there we boarded a motor coach for the trip to Tok; along the way we stopped at Gold Dredge No. 8, where we panned for gold, everyone got some, and then made a stop at the TransAlaska Pipeline. After our stay in Tok, we again took the bus for the ride to Chicken and Eagle, in the heart of the Alaska wilderness. At Eagle we boarded the Yukon Queen II catamaran for a 102 mile cruise up the Yukon River to Dawson City in the Yukon Territory, for a two night stay. We left the gold rush history of Dawson in the dust as we traveled on to Whitehorse where we attended the Frantic Follies Vaudeville Revue. From Whitehorse we traveled by bus to Carcross where we boarded the vintage White Pass & Yukon Route Railroad for the trip to Lake Bennett and Skagway; unbelievable scenery along the way. At Skagway we boarded the MS Ryndam for the cruise through Glacier Bay National Park and Ketchikan, disembarking in Vancouver for the flight home. This was a 14 day trip, 10 days on land and 4 days cruising. We could not have asked for better weather or better friends to share this trip with. I highly recommend this trip if you want to see more of the natural beauty of Alaska than what you can see from the deck of a ship. RUPA members joining us were: Roger & Deana Delozier, Ron & Marie Jersey, and Cleve Spring. I hope to see all of you on the RUPA Cruise to the Mexican Riviera/Sea of Cortez this October.

Rich

JIM BOYER

A Greeting from Northern Illinois. It's been 16 years since I climbed out of the left seat of the 747-400. Back then I couldn't believe how fast the previous 35 1/2 years went by and now these last 16 seem like yesterday. I guess life is like that toilet paper roll - the closer to the end the faster it spins!

Corrinne and I have been busy with the usual aches and pains of aging - some of it is brought on by tennis (6 to 9 am three days a week) and trying to keep up with the grandchildren. Soccer, baseball and fast-pitch softball seem to dominate our life during the spring, summer and fall. I have been doing some limited flying - taking the grand-kids up in a 175. Can't understand why I want to flair at 40' !

We spent some time in Naples, FL this winter - we left in January and returned in April for a few weeks and then down to Belize for 10 days where we chartered a 42' cat from the Moorings. Great weather and beautiful water. I don't much care to sail a cat but really enjoyed all the room and storage aboard.

Thanks Denis and all the RUPA workers - we really enjoy the newsletter. I know RUPA is running a loss and I was wondering if you had thought of sending the newsletter via the Internet (like RUEA does) to those of us with computers. This could certainly reduce the mail and printing cost tremendously. Anybody else out there agree with me?

I'm sending my renewal check to Bruce and best wishes to all the folders and stuffers. Thanks again for all that you all do for all of us.

Corrinne and Jim Boyer - 1957/1992
SFO,MDW,ORD,SFO,ORD

EUGENE G. BROWN—Saratoga, CA

A down and up year, Mary went to Heaven in January and two days ago we got a new great-granddaughter. Life goes on. Check in the mail. 45-82

ROBERT J. CLUPPER—Livingston, TX

Dear Bruce, Enclosed is my check for 100 dollars for the RUPA treasury, I'm happy to send extra money for expenditures, having had three wives divorce me over my 35 year career at good old United Airlines, I really didn't get to spend most of my money earned. I did learn that it's more rewarding to give than receive, it's no problem to send this money to you.

I lived three years on a Chinese Junk in the Oakland Estuary when I was a DC-6 co-pilot, I knew Captain George Howson *very* well at that time, a finer man can not be found. He worked very hard to keep RUPA running smoothly for many years. I appreciate that. I would like to see it continue.

I appreciated good old United Airlines trusting me to fly their airplanes from DC-3s to 747s, who could ask for more. I'm writing a book with the same title, "DC-3s to 747s, who could ask for more." Including a chapter on why we should jump out of a perfectly good airplane ! I jumped out of airplanes for 35 years, instructing parachuting for 20 years. I have parachute jumps all over the Bay Area and beyond, I was a member of the Golden Gate Parachute Club, we jumped out of Reid-Hillview Airport. I used to run my parachute up the main mast of my Chinese Junk, and the boat people would ask me, "What kind of a spinnacher is that?" I would answer, "It's a parachute!" They would just move on, not many boat people jump out of airplanes I suppose ! ha!

Please use this money as needed, hopefully others will also help along the way.

Sincerely, *Bob Clupper*

Generous contribution greatly appreciated.-ED

JIM DOWNING—Crystal Lake, IL

Thanks for you guys who keep RUPA going. My check is in the snailmail, plus five bucks extra to reduce the deficit. Today is the third anniversary of

my retirement trip. I still miss the people and the flying, probably always will. But it's oh-so-nice to be gone from a company and an industry that are "circling the drain." I wonder what the options will be for those of us too young for Medicare, if UAL eliminates our coverage with another Ch11 or a Ch7.

After 30 years, last November I retired from the Chief's job at a small town police department near here; still doing some office work and training for them. That dropped my stress level and blood pressure just as much as retiring from United. HR218 is nice.

Last October, our younger daughter got married, both of our kids are living in Chicago so we seem to be stuck here. During the winter we spent a week driving around Puerto Rico, which is rather privative but very nice, and a week on Kauai which is more civilized but much pricier. Both times, careful planning and luck made the pass travel work well.

We have been active in the local Corvette club for several years, this August I'm supposed to lead a trip from here to eastern Pennsylvania and back. Problem is, last Friday some semi-senile old coot (Obviously not a pilot, they are sharper than that!) didn't notice me driving along BELOW the speed limit, and tried to zoom across the highway. I T-boned him, and am dealing with the various aches and pains from the sudden stop. Plus, a bad case of airbag rash on my arm. He and his wife claimed to be uninjured, and my problems are likely to heal over time, so it certainly could have been worse. But my car is unlikely to be fixed by August, maybe I'll take up trap shooting for the summer.

With Florida condo prices being so low, we are considering something in the Fort Myers area. But non-resident property taxes seem uncontrolled, plus condo fees and etc. Any advice from you guys?

Have a good year! *Jim & Joani Downing*
jdowning72@comcast.net

CINDY EBERSOLE—Issaquah, WA

I am so pleased that I received the June issue of *RUPANEWS* as my subscription expired 5/2/08.

I have now joined the UAL Widows List, as my husband, William, passed away 1/18/08 of bone cancer. He always took care of re-subscribing and now that I seem to be multi-tasking, overlooked the subscription dues.

As a past Flight Attendant, I do so enjoy this magazine, as I recognize so many of its subscribers.

Sincerely, *Cindy*

RICHARD EMERY—Crystal Lake, IL

Hi Bruce: Sorry about how late the check is, but I have been in the hospital during the latter part of May and June for kidney surgery. I am now home and had forgotten about the annual fee. Promise to do better next year! *Dick & Betty Lou*

You had enough to worry about, Dick. Get well, and hang in there.-ED

BILL ENGLE—Easton, PA

Enclosed is my annual check for \$ 25.00 for the RUPA news letter.

I recognize very few of the names anymore. Also, I like the information articles you print in the booklet.

Health wise I am doing reasonably well except the eyes and ears. I am working on # 89 now, so we'll see what happens and that is just the way it is.

God's blessings to all. *Bill*

JOE FABO—Rancho Mirage, CA

Denis, sorry, no computer.

I was attending the Palm Springs Air Museum on Memorial Day for the annual flower drop, when I asked this stranger if he would take my picture in front of the SBD. After the picture taking, we had a nice chat about my volunteering for the Navy flight training in 1942. I had flown the SBD, F4U, and F6F at Jax Naval Air Station in late 1945. I did not go into combat with the fighters, but went to Honolulu for Multi engine training in the R5D (DC-4).

I thanked Andrew and the next day, he called me to tell me about the enclosed article. Very nice.

Denis, you don't have to publish this letter, but you can the enclosed article. *Joe Fabo*

Article: <http://tinyurl.com/5ucthf>

MIKE & CLARE GALLAGHER—Sparta, NJ

It's five years since I retired and we have been busier than ever. We now have seven grandchildren. Our daughter Shannon had her 4th in January. Our daughter Kelly has three. The oldest of the seven is eight. They keep us hopping. Our youngest daughter, Casey, got married in November and is living close by in New York City.

For our 43rd wedding anniversary we took United to San Fran and spent a week. First time on United in four years. The flight attendants were great and we did not see the pilots, so all in all a great trip. All of our other trips have been on CAL.

Until next year, *Mike and Clare* ---66/03---
EWR/JFK/LGA



BOB AND JUDY GILLETTE—Stone Lake, WI
Hi Ted, Thanks again to you and all the others who keep the *RUPANEWS* coming, so that we can keep up to date with all our old Pals. We're still doing well up here in Northern Wisconsin. Starting to notice a few aches and pains. Hope they don't get any worse.

We are both still flying the Maule and Luscombe out of our strip in the woods. Most of our time, though, is spent mowing, and getting ready for the change to the next season.

We just got the word about Burt Jensen flying west. We landed at Truckee on a trip back from Alaska three or four years ago. He was in his hangar working on, and just about finished with, the Staggerwing that he started to restore about the time he retired. He looked so good, I thought he could go on forever. Maybe that goal kept him going. He was as nice as ever.

I was usually too junior to get the time off to go to Oshkosh while I was working, so now, I drive my van down and camp for the whole week! If you go, be sure to sign in at the "Airline Tent", and be sure to include your Cell Phone Number, so we can console each other in person,

Bob and Judy (Mostly LAX)

DAVE HENRY—Pocono Pines, PA

Hi to All,

It has been many years since my last note, I apologize for that, but since this year is a milestone for me, retired 20 years, I thought I had better check in to let everyone know that I am still alive and kicking. We spend our year half in Pennsylvania and half in Florida, so the weather is always pleasant, still able to drive back and forth, happy to say, I have been blessed with good health, as has been my wife of 55 years.

My time is spent pretty much doing whatever I feel like doing today, still play golf a couple of times a week, do a little wood carving, mostly caricatures and a few birds, keeps my hands busy, also work in my garden while in PA. and enjoy a good book now and then.

I haven't been near an airplane in a long time, flying looks to me like it would be a lot of frustrations, the way things are going today, glad I was part of the good old days. Speaking of the good old days. I read the Rupa newsletter every month looking for names I recognize, but not too many, any more. I know you are all out there, how about getting those word processors in use and let us know how you are doing, if I can do it so can you.

To John Prestegaard, John sorry to hear of your problems, hope by now they are a lot better.

Thanks to all who make the newsletter possible, it is well worth the \$25.

Sincerely, *Dave* 55-88 EWR CLE ORD JFK

BARNEY HIGGINS—Bernville, PA

My wife Rie, who is also my social secretary, advised me to send my dues early this year rather than waiting, forgetting, and then mailing the check late. So I have placed a check for \$50 in the mail to cover the September dues and something for donuts, etc. You should receive that envelope via snail mail in a few days.

All is well here, with the exceptions of illnesses and discontent that accompanies the ageing process. My pacemaker has run flawlessly for two and a half years, but OKC has refused to give me the nod to do any flying. The folks at Oklahoma City thought they saw something that my cardio caregivers here in PA do not see - so my request to fly has been turned down. That means it's time to develop some other hobbies. Is it true that sailboats are just as expensive to own as airplanes?

Thanks for all the work you folks put into RUPA.

Barney

BO HUMPHREY—Camarillo, CA

Nothing really exciting to report this year. Barbara has been plagued with back pain which has curtailed our travel plans. We did have some good news. Our son, who was furloughed when UAL closed the Indianapolis Maintenance Center, has been recalled and is a mechanic in DEN. Thanks again to all who give their effort and time to publish the *RUPANEWS*. Until next year, stay healthy.

Bo and Barbara

ACCOMPLISHED PILOT, ROTORCRAFT PIONEER GONE WEST: AVIATOR JOHN M. MILLER, WAS 102

"I guess my flying days are over." [Aero-News](#) is saddened to report that accomplished pilot, engineer and rotorcraft pioneer John M. Miller left us Monday morning, at the age of 102. If you're not a gyroplane enthusiast, you may not have heard of Captain Miller before... and that's unfortunate. He contributed much to aviation in general, and served as a feisty example of how to enjoy one's golden years.

Miller said last year that he still remembered, if not clearly, the moment when the aviation bug bit him. It was May 29, 1910. John was 4 years old, and he saw Glenn Curtis fly down the Hudson River to claim a \$10,000 prize offered by the New York World newspaper for a flight to New York City from the state capital in Albany. His later introduction to aerobatic flight, and witnessing of Charles Lindbergh's departure on his transatlantic record flight, cemented his life's course.

After becoming a mechanical engineer and barnstormer, John became interested in the autogyro's potential, and ordered a Pitcairn PCA-2 in 1931. He would name it "Missing Link," which turned out to be prophetic of the gyroplane's role as a stepping stone in the development of the helicopter. John planned a transcontinental flight to demonstrate the machine's capabilities.

When he discovered the factory had bumped his production slot to get a machine to Amelia Earhart first, for her own transcontinental attempt sponsored by the Beechnut Chewing Gum Company, he made arrangements to get checked out in another, experimental gyro, knowing that Amelia was waiting to get checked out in her own machine.

The decision allowed him to depart the moment his aircraft was delivered. He reportedly got the machine, made five test hops, and headed west, breaking in the Wright 330 radial along the way. He left Poughkeepsie, NY on May 14, 1931, and arrived in San Diego on the 29th... beating Earhart's attempt by 10 days, and setting a record time which would stand for 72 years, until Andy Keech broke it flying a modern tractor gyroplane in 2003.

Miller later talked Congress and President Franklin Roosevelt into testing airmail deliveries by autogyro between the roofs of post offices in Philadelphia, Pennsylvania and Camden, New Jersey. As part of the test, he got all weather limitations written for fixed-wing aircraft waived for all rotorcraft, a distinction which survives largely intact to this day. He completed the year's test with a perfect dispatch record, although another gyro pilot he trained suffered an accident while taxiing.

John called "Missing Link" an "absolutely excellent aircraft." He bragged that it needed only an oil change after the transcontinental flight in 1931, and was sold after 2400 hours with the original air in one of the tires.

The autogyro faced extinction with the development of the first stable helicopters. John served as a captain for United Airlines and later Eastern Airlines, flying the DC-2 and DC-3 and the Boeing 247. He served a test pilot for the Grumman J2F5 "Duck" amphibian, worked as an active flight instructor well into his '90s, and was still flying his 1969 Bonanza at age 102. He complained that the FAA required him to fly with a safety pilot in his last few years, refusing to believe anyone his age could have passed a legitimate medical exam.

Miller was very active in the American Beechcraft Society. He served on the first ABS Board of Directors in the late '60s and continued active involvement through the next 40 years. Many tales from Miller's aviation past are featured in his book, appropriately titled "Flying Stories."

The Monday edition of the Poughkeepsie Journal quoted Miller's daughter, Trish Taylor, as saying John died of natural causes after a two-day stay in a hospital, and had never used prescription medications of any sort until the very end. Miller requested that his body be donated to the Anatomy Gifts Registry, for use in medical research.

After a life filled with remarkable experiences and accomplishments, and no shortage of funny quips, his last words reportedly were, "I guess my flying days are over." John, with all due respect... we doubt that very much.

Submitted by the Dana Point RUPA Group.

WAYNE & CAROLYN JACKSON—
Wilmington, NC

Hard to believe but true ; I've been retired for six years and life is good here at Wrightsville Beach. We're watching our health with walks on the beach, kayaking in the sound, biking , and keeping up with our beagle, Beau. Since folding my wings in 2002, I have put in a few hours in a Cessna 350 (Columbia) with a former Naval Aviator neighbor and seen the NC coast from a new perspective. In those six years our son David's family has grown by three grandsons and our daughter Elizabeth's by two grandsons. Yes, five under the age of five so you can rest assured that we are proud grandparents and love having them visit us at the beach. All are just two hours away in Raleigh, NC.

It's always nice to read about former pilots in RUPA and see how retirement has given us all new insights and experiences. We have had several wonderful vacations since leaving the cockpit of my favorite 777. Rented a villa (I Lecci) in Tuscany in 2004 with six couples and saw Venice for the first time. Another highlight was Cinque Terra and the walled city of Lucca. In 2006, we flew over to Paris and joined retired UAL pilot Brooke Bailey and wife, Cathy for our high speed train to Avignon and weeks stay in the ancient hill town of Saignon. And last year my bride of forty-two years gave me the greatest of birthday presents. For my 65th, I crewed aboard the brig, *Prince William* from Amsterdam to Dover in Kent, UK. She's a 195 foot long square rigged brig belonging to Tall Ships Youth Trust of Portsmouth (www.TallShips.org). Being an avid admirer of Patrick O'Brian and his Jack Aubrey sea adventure series, I was realizing a life long dream of tall ship sailing. Force five gales in the North Sea and all the watches I stood only added to the adventure. Carolyn flew over to London and together we toured Kent and visited Canterbury, Dover, and Rye. Highly recommend the lager, Spitfire, brewed by the oldest brewery in Kent, Shepherd Neame. Life is Good. I don't look back at the bad and sad days of our careers undoing. Only look ahead and to the wonderful family we have. If and when the Euro again is a bargain, we will again travel to

Europe and take more roadtrips around this great country on \$4+ gasoline. Thanks again to RUPA and the letter updates.

Wayne wjax3888@hotmail.com

DCA,ORD,CLE,SFO,JFK,IAD retired '02

IRV JONES—Monroe, WA

Bruce, Your "Birthday Card" did the trick – enclosed the \$\$ for RUPA 08 – and a bargain it is that keeps us in touch with each other. What a great life we had '60 – '95 ended up at the top of the "heap." Too bad it changed so quickly - enjoy the magazine -

My best to you all, *Irv Jones*

BRUCE KENNEDY—Spring Lake, MI

Hello Denis:

Just scheduled the bank to send in my yearly dues for my 8/4 BD.

The big 75 will arrive then and as everyone says " where did the time go..."

Both Kathleen & I are still in good health and enjoying life and our large family ; 6 kids, 9 grandchildren.

Still have the 38 ft Hunter sailboat that I use on Lake Michigan and a small 25 fishing boat on Spring Lake where we live.

Bruce

BILL LAWRENCE (Jr)—Port Hadlock, WA

Motorcycle for sale. Cheap!

So I pull into a gas station on my brand shiny new Harley Davidson fully tricked out Ultra Classic full bagger, and this scroungy looking guy on a Fat Boy walks up and says "I see you're retired". Naturally, I asked how he can see that, and he replies "Because you rode in here on you geezer glide. GEEZER GLIDE!! That does it. I'm trading it in for a screaming eagle Road King.

Not much new, except I moved into a house on a

golf course so I can remind myself every day of the year I have no business playing golf. I keep trying though, and just keep proving it. Some people never learn.

Still make an occasional trip to China, still trying to learn enough Mandarin to carry on a half intelligible conversation. Progress is slow.

Mandarin is tricky. Not quite as tricky as golf, but close.

My favorite Marine, Darlin Daughter Ginger--after three tours--managed to stay out of Iraq, for a change. She's even thinking of getting out, unless she picks up Sargent stripes, which could happen soon. Son Morgan--the nice kid turned helicopter pilot-- returned from a year in the Hot Cat Box, with either not much to tell, or not wanting to tell. While there, he got his picture taken with Chuck Norris, and when John McCain went to Iraq a few months back, Morgan choppered him in from Kuwait. Now he's back flying Horizon Air's Q-400s all over the western 3rd of the country.

I love Douglas Horne's poetic contribution (July) concerning life expectancy of various species and alcohol consumption. Puts me in mind of a quote from Ben Franklin. "Beer is proof that God loves us, and wants us to be happy". Good old Ben. I discovered beer as a new hire in Summer of 1966 at a place called the "Blue Onion" on East Colfax. Oh, the times that were had there. A rollicking refuge from the Jim Summers boot camp . Tim O'Donnell and I shared an apartment in the Dallas Arms just off 26L. I made a visit there some years ago, and the apartment complex that used to be home to so many new hires had deteriorated badly. Looked like some sort of section 8 housing. Now with Stapleton long gone, I have no idea what's there now. I dropped by the sight of the Blue Onion, and it was closed, locked up tight, and dilapidated. So I headed downtown and found what's left of the old Gotham, and the Carriage Inn, AKA Carnage house, next door. (That should trigger a few memories in some old timers.) Same story. It's true. You can never go back.

Check's on the way, *Bill Lawrence* (The Younger)

TOM LEONARD—Poway, CA

Bruce, Thank you for the kindest "reminder" notice I've ever seen. Your "Happy Birthday" note is superb. I'm suitably embarrassed at my neglect to cover this year's *RUPANEWS* subscription. Consequently, it's costing me the self-imposed \$10 fine with the attached check.

Thank you and all the staff for what you guys do for us out here in the weeds.

Having only logged a little over six years with UA (following my 30 yrs. in the Navy) I don't have a wide social network with the retired UA guys, but I really enjoy and look forward to the historic stories and especially retired benefits articles in the *RUPANEWS*. Any updates on SA travel and the like are well received, although with all that's going on, my wife and I haven't been inclined to do any flying with UA lately.

I'll try to do better next year with my subscription, or the fine will inflate.

Sincerely, *Tom*

REX MAY—Playa del Rey, CA

I am long overdue with this letter. My birth month is December and things are just too hectic then. That is my excuse for writing in July.

Over 16 years since retirement and I still see a lot of the troops since I am the LA South Bay spokesman for RUPA. I think the only way I can get out of that job is to croak. The group is shrinking as we get no new members, however we do have enjoyable visits. For the holiday luncheon I am going to have Linda extend an invitation to the Clipped Wings. I think this would be enjoyable and it would help with my guarantee of enough people to reserve our banquet room.

Linda keeps very busy as an officer in Clipped Wings, agility training with her Australian Shepherd and her many hobbies.

We have been taking one great trip a year usually with other UA retired people. Two years ago, with a group of friends, we chartered a boat and enjoyed cruising in the Galapagos. Last March we were on an explorer ship for two weeks in Antarctica with Jan and Bill Slocum, Patti and Gary Johnson. I

thought it was charitable of me to travel with 2 former helicopter pilots. I did let them make a few decisions and then I bitched about it.

I am staying quite healthy and still skiing. I have not run a marathon for two years as I suffered a heel injury which I am over now. I may do another one this year but I may need a calendar instead of a stop watch.

I do volunteer work at an animal rescue facility, finally found something I am qualified for.

Walking dogs and picking up their poop.

I am in favor of raising the dues but in may cause some to drop out. I will send extra in December.

Best wishes, *Linda and Rex*

BRUCE MCLEOD—Half Moon Bay, CA

It has been years since I took the time to write an annual letter for *RUPANEWS*.

Our only daughter and her small family live near by. They, in addition to our young dog, ancient cat, and non-stop volunteer activities for Church and RUPA, all conspire to keep us busy.

Our grandson was one of 94 out of 1300+ transfer student applicants accepted into the Hass School of Business at Berkley, CA. (OK, I'm bragging – but I haven't carried/flushed pictures!)

We had a second home in the UK, but sold it a couple of years ago. As a result, Stephanie now has to make frequent round trips to the UK to assist her immediate family and close friends in their hours of need. Tragically, those hours have become all too frequent in the past 3 years.

We moved from the Bay side of the SF Peninsula to Coast side about 3 years ago. After 27 years in the same place, it was a major change in climate and a cultural shock in life-style adjustments! For a while, the nonstop quiet kept me awake! We do enjoy generally good health, thank goodness, as our "medical advisors" all practice Bay side!

I sincerely appreciate the notes of thanks to all the volunteers that accompany many of the RUPA dues checks. I do try to pass those good wishes on.

Take care, all. *Bruce*

DON MORGAN—Corona, CA

Dear Denis, I'll try to send this via e-mail but since my computer skills are primitive I'll trust this copy to the USPS

Greetings to all my "old" UAL friends. It's been quite a while since I last wrote. Not many exciting things to report on except for last July when JoAnn surprised me with an 80th birthday party. We went to our daughters house for what I'd been told was a surprise party for our son-in-law. (I had been carefully keeping the secret for three months) I was the one surprised by 55 friends and relatives.

It's been 28 years since the stroke (Friday, 6/13/1980) that retired me and my health's reasonably good. Still have a horse and do my own chores and yard work.

The last time I wrote I mentioned the possibility that drinking black tea might have a good effect on the prostate. I'm wondering if anyone in RUP A has tried it?

I'd like to share my black tea / PSA experience with all who are interested. About six years ago my PSA count started creeping up and at its highest had reached 8.7. I read in the LA Times about a study that had been done at UCLA that suggested black tea killed prostate cancer cells. Coffee every morning and lots of it was my drink of choice but I decided to give tea a try. That was about 5 years ago. The PSA count started down and every 6 month check has been lower. The last one was 3.6.

Has anyone else out there had a similar experience? I'd be interested in hearing from you.

Sent my check in June plus a little extra to "RUPA" and since this probably won't get there until August I hope the two average out for my July birthday month.

Thanks also to all you "Folder and Stuffers". You are appreciated. A LOT. The *RUPANEWS* is the most important mail that comes to my house.

Don Morgan- LAX, MDW, LAX

LAWRENCE MUZINICH—Los Altos, CA

RUPA: I will be 91 years old on 8/8/2008. I still see a few names in the journal that I remember. Thanks for all your work on making up *RUPANEWS*. *Lawrence*

WITH CANCER, EARLY DETECTION IS CRITICAL

"Everybody knows Inflammation induces Cancer"

Francesco Marincola MD, Senior Investigator, NIH
Sept. 2005 at the "Host Defences" conference at UCSD

New Research Links Infection With Cancer

Study raises hopes antibiotics may be an alternative to chemo, radiation

From Alan Cantwell M.D., MSNBC.com, 6-26-6

New research links infection with cancer Study raises hopes antibiotics may be an alternative to chemo, radiation

The Associated Press Updated: 12:41 a.m. AKT Oct 31, 2005

PARIS - New research suggests that infection with bacteria from the Chlamydia family may play a role in the development of a type of lymphoma that affects the tissue around the eye, raising hopes that antibiotics may one day prove to be an alternative to chemotherapy or radiation.

The study, presented Monday at the European Cancer Conference, is the latest to link infection with cancer, following the establishment of the human papilloma virus as the major cause of cervical cancer and the bacteria *Helicobacter pylori* as a cause of stomach cancer.

"This is sensational," said Dr. Dieter Hossfeld, a professor of oncology at the University of Hamburg, Germany, who was not involved with the research. "It was first noted in Italy and now it's been confirmed on the other side of the world in Korea, and we've heard that there are similar findings in the United States, so it's not a regional disease and is obviously a valid thing," Hossfeld said.

The bacteria in question, *Chlamydia psittaci*, can be contracted from infected birds such as parrots. Scientists also suspect it can come from household cats because they also carry it. *Chlamydia psittaci* is known to cause a lung infection called psittacosis. In the study, Dr. Changhoon You from the Asan Medical Center in Seoul, South Korea, compared chlamydia infection in 33 people with ocular adnexal lymphoma, or OAL, and 21 people with a comparable but non-cancerous condition called non-neoplastic ocular adnexal disease. He found the *Chlamydia psittaci* strain was present in 78 percent of the cancer patients, but only in 23 percent of those in the comparison group.

In a previous study conducted in Italy, the bacteria were found in 80 percent of people with the lymphoma and in none of those in a comparison group of healthy people. "In the future, eradication of the (germ) could be a common treatment method for low-grade lymphoma, replacing current cytotoxic chemotherapy or radiation", Dr. You said. The *Chlamydia* family of bacteria has been linked to cancer before.

Scientists already have shown that another strain, *Chlamydia trachomatis*, is linked to the development of cervical cancer. Another, *Chlamydia pneumoniae*, has been linked to lung cancer. Ocular adnexal lymphoma belongs to a group of lymphomas where cellular changes result from immune system responses gone awry.

Scientists say it makes sense that infections such as chlamydia could contribute to the development of the disease. "It makes biological sense, but whether it will translate into anything practical, and for how many patients, this is the question," said Dr. Joachim Yahalom, a lymphoma specialist at Memorial Sloan Kettering Cancer Center in New York who was not connected with the research. In many of these types of lymphoma, an infection can start the process, but at some point the cancer becomes independent of the infection. So unless the infection is treated early, antibiotics may not be enough, Yahalom said.

Alan Cantwell M.D. alancantwell@sbcglobal.net

Editor's note: This connection between bacteria and many diseases has been around for a long time, but researchers are paid to research where the donors direct, and, in America, the N.I.H. provides the bulk of the research money.

DENNEY & KIM NAROG—Spanaway, WA

Greetings from Spanaway, Washington. And "where" or "what" is a "Spanaway", you might ask. Well, local legend has it that it was the distance from Olympia that a "span" or "team" of horses pulling the stage coaches needed to be changed that inspired the name "Spanaway". Why there aren't several Spanaways in an arc around Olympia remains a mystery, unless there's some truth to the associated legend that mail delivery became too confusing for the Pony Express riders.

Kim and I hardly even noticed the start of my thirteenth year of retirement, because there were many more eventful things happening in our lives, including the birth of our 9th great-grandchild. The herd of great-grandchildren is catching up to the number of grandchildren despite my numerous lectures and sermons.

Guess that's it for now. Many thanks to the *RUPANEWS* staff and associated helpers. Check's in the mail

Denney & Kim ebayden@comcast.net

ROGER NELSON—Ft. Smith, AR

Hi Denis, Thanks for taking on another job along with your RETUP website monitoring.

We have been doing some cruising and have plans for more of that. It is a nice way to spend the winters, 20 days in the Caribbean this past Jan. 14 days Thu the Panama Canal coming up in Oct. Jan-2009 will find us starting out in Port Canaveral, FL and ending up in Los Angeles 46 days later. Going around South America with stops at all of the big cities.

We are traveling around in the motor home in the summer. Heading for Colorado this summer. Haven't spent anytime riding on the former employers airplanes, if we need to fly we buy a ticket on American or Southwest.

Thanks to everyone who keeps this publication going.

Regards, *Roger Nelson*

ORV PRATT—Vero Beach, FL

Thanks to all at RUPA for your good work. I think the quality of the publication is improving with the elimination of the jokes. I enjoyed the articles and letters in the June issue - Cleve's letter "To All Concerned" about scabs, Denis O'Malley's letter about "Where the Pensions Went", Denham S. Scott's "The Acorn Days - Amazing History of U.S. Aviation", and William Campenni's "Above and Beyond: Mission Unaccomplished". All excellent reading.

Of special interest to me were the articles about heart attacks - Bruce West's "The Truth about Heart Attacks" and George Howell's response to that article. I had a stent put in last October because of a 75% blockage in one artery in my heart. Since then I've developed angina which I believe is due to inflammation, possibly because of the stent. I'd be interested in hearing any information from others that have had experience with heart disease and stents and who may have been treated for inflammation. One thing that George Howell did not address in his article was any possible treatments. I am curious to know if there are any treatments for inflammation of heart lesions.

When including a medical article in the *RUPANEWS*, I feel it is imperative to include the writer's credentials. For example, the April 2008 article by Dr. West did NOT tell us who he was! Or, for that matter, the article from George Howell in the June 2008 *NEWS* did NOT give us his credentials. Please don't assume that we readers already know these people. Anyone who is trying to sell anything should NOT be published in *RUPANEWS*

Best regards to all, *Orv Pratt*, DCA/ORD
orvpratt@hotmail.com

RAY O'SHEA—Highlands Ranch, CO

Since I did not log in, in 2007 here is my 2008 Report.

Highlight this year was a pilgrimage to Fatima Portugal & Lourdes France, with a church group. It was indeed quite inspiring and interesting with visits to so many magnificent centuries old Cathedrals, and cities. We flew on Portugal Air in

the “Sardine Section”, not very comfortable but it was a safe trip. Our UAL flights on stand-by DEN-EWR -DEN went well.

My thanks to all who labor to produce
RUPANEWS.

My vintage group of WWII type airmen are fading away but not forgotten.

God Bless All, *R.O.*

PS Check is in the mail.

MICHAEL G. PATERSON—Ketchikan, AK

Hi from Alaska!! Today I'm 81 (6/23/08) still here. Every day is a blessing. Sigi and I have been married for 60 years, still enjoying life together.

Mickey & Sigi

ROBERT (BOB) PURYEAR—Davis, CA

Fellow RUPA pilots and friends; Since July 14 is my 87th birthday, I know it is time for the annual check-in letter. The last 27 years, since my last trip HNL-SFO on July 10, 1981, have been eventful and interesting. Our family has grown and we have made several important changes in our life. After retiring from United, Norma and I built our 2nd home, with our 4 hands. This time a geodesic Dome on Trinity Center Airport. We lived there full time from 1988 to 2006. We moved to University Retirement Community at Davis in June 2006. That was a big move, but has turned out to be a very good one for us. This is a Continuing Care Community-so the last move for us. We have an active ex-pilots group with weekly meetings. Over the years, 5 of the group were UAL pilots: Ray Gundlach, Jay Nelson, Max Rasmussen, Wayne Walker and me. Ray and Jay have flown West, but the other 3 of us still attend the weekly meetings

We still try to lead a healthy life- walk 2 miles a day, work out in our Fitness Center and eat a healthy diet- We're both trim and healthy and happy to still be independent. The one thing that is hard to accept is the constant loss of old friends- Each IN MEMORIAM brings bad news. Last flight West of Mel Heflinger hit us today when the July *RUPANEWS* arrived. Mel and I learned to fly in the CPT program in 1940 at Pasadena JC. I was hired at UAL first, but we both ended up at SFOFO

in 1946 and both had our first child that year- Long time friends and a big loss. Norma and I feel so lucky to have spent 65 years of happy marriage, a great career and fun life together- producing a large happy family.

Norma put this letter together for us. The check has gone by snail mail- and many thanks to all those who work so hard to keep the RUPA group United and informed.

Bob and Norma Puryear

KING PURTON—Brandon, FL

1956-1990 DTW, EWR, CLE, MIA, ORD.

Eighteen years retired and still going strong. Spend more of my time supporting Junior Sailing than actively sailing. Although my birthday is in March, I did not want to write until my grandkids completed a fabulous year of competitive sailing. Cam, 14 and Sammi, 12 competed in the Florida circuit plus Chesapeake Bay, NJ seashore, LI Sound, Lake Michigan, Lake Minnetonka, and Narragansett Bay this past year. In October they won the SE Regional Team Racing Championship in Optimist prams, in December the US National Championship, and in May they came 4th in the European Championships (Worlds) in Venice, Italy. This was out of 18 countries invited to send their national champions. What a ride!!! This is the 3rd time in two summers that they have represented the US in international regattas in Denmark, Holland, and Italy. Madelon and I are doing well and enjoying every minute of our retirement.

King

WALT RAMSEUR—Millbrae, CA

Denis, First I wish to thank you, Bruce and Larry for stepping up to fill the Important and necessary Positions in RUPA. While undergoing Treatment for Prostate Cancer, I spent my 85th year as President of the 110 member Rotary Club of Burlingame, Flying the Bonanza to Salt Lake City for the Rotary International Convention and sightseeing in Utah and Colorado, Served on the Board of Directors of Spiritcare for Seniors and The Executive Committee of the San Mateo

Sheriffs Air Squadron. I joined the Air squadron 25 years ago and with a neighbor who was with The Sheriff's Department flying Helicopters, started doing surveillance from my Cessna Cardinal using a handheld radio with a coat hanger taped to the window for an antenna. That grew into the Sheriff, at the suggestion of a fellow United Pilot, buying a Cessna 182 and developing better communications. This with the considerable help of a number of retired Airline pilots has morphed into a very effective unit equipped with a Cessna 206 with very sophisticated equipment, doing contract work with FBI, Immigration and other law enforcement agencies. I no longer fly with them but am proud of my contributions and the work being done by some of my younger fellow retirees. I think I am missing some genes since I do not play golf, tennis, or like baseball. I find a lot of satisfaction in doing things for other people and family. I do enjoy flying my Bonanza, mostly flying friends, children and grandchildren to fun places. We spent a week in Cape Cod where my wife serves as President of her family Genealogy Association. We spent a week with friends at The Beach-boy on Kauai, which was a former layover Hotel, now a renovated Timeshare. We also spent a too short time at our home in NC. Due to the uncertainty of pass travel we have purchased tickets on, American, Air Tran, US-Airways and UAL. Air Tran had the best equipment and employees who seemed happy to be working. Times have changed. I do enjoy the *RUPANEWS* and even though I do not recognize most of the names it means that new people are sending in stories which is good. We are leaving next week with my stepdaughter, who is a High School French Teacher, and her family for a week in Normandy. To my fellow retirees, keep those letters coming.

Till Next Year, *Walt* 1952-1990, SFO, IDL, EWR.

JACK SCHRANDT—Madison, WI

Denis, Check was sent on time, but tardy with the note.

Have had reasonably good luck with S/A travel this past year. Made it to England, Mexico, Thailand and Argentina. Took a wonderful 13 day cruise around the horn of S. America in December on Celebrity.

Understand some significant downsizing going on at WHQ. Long overdue and will anyone notice any difference?

Thanks for all your work keeping the rest of us informed.

Jack Schrandt ORD 1967-1996

STEVE K. SCOTT—Annapolis, MD

Regards from what the city fathers refer to as: 'ANNAPOLIS, THE SAILING CAPITAL OF THE WORLD', the locals might refer to it as the city of crumbling sidewalks and inept management. Sort of reminds me of the company I used to work for.... the inept management part.

I am not now nor have I ever been a member of the boating community. Most of my friends and neighbors do have watercraft of one sort or another, therefore I may be guilty by association...if so, so be it. When invited Geri enjoys the boating more than I. I prefer cruise ships. Our house is within ear shot of the South River, a body of water I cannot see or smell, but we do hear the power boats. Of late there is a noticeable reduction in the amount of cigarette boat exhaust noise coming from the river. Thank goodness when they run, they speed only during day light hours.

It seems most of the boats are spending more time docked or moored, fuel prices being what they are. There are, of course, the well heeled who have no budgetary restrictions. Their fuel consumption is gallons per mile, not miles per gallon.

Last September Ed DeChant's enterprise; Canal & Company offered a greatly reduced price on a Mosel river cruise. Several JFK pilots and wives, along with a few other UAL retirees and non UAL airline types spent 6 memorable days being wined and dined, touring the Mosel valley. Ed opened this cruise to friends and family at the reduced rate, more on that later. Rather than flying directly to Frankfurt, Geri and I opted to fly to Munich before the cruise for several days of sightseeing before Oktoberfest started. Afterward we rode the rails to Frankfurt hoping to see more of the Bavarian country side. It was somewhat disappointing because we saw a good portion if not the best of the country side on a tour we booked

at the hotel in Munich. An interesting aside: A large percentage of the farm houses in Bavaria are still heated with fire wood perhaps even cooking with wood. Germany's weather being what it is, surprisingly, most have solar panels; subsidized by the German government I believe.

Geri's sister and her husband, John, joined us in Frankfurt for the motor coach trek down to Metz, France where we boarded the M/S Charlemagne. John, now retired, worked in Manhattan was at work when 9/11 happened. He gave us his perspective on what happened from his office several blocks from ground zero. Though he was only inconvenienced by the event his experience was something not many of us heard first hand.

No one seemed to have a problem getting to Frankfurt as a non rev. Some may have had to leave a day or two early or fly to secondary city (most had ZED fare tkt's on LH as back up).

At the time, though worse now, the exchange rate was \$1.44/EU which made things a bit pricey, not an airline pilots cup of tea, retired or active.

As for United Air Lines: Why is it other airlines do not have the seemingly insurmountable problems that UAL's management has, witness AA, CAL, SW. Could it be UAL's 'management' ARE NOT airline people or for that matter.....good managers? Imagine that!

I am still convinced that United had and still does have to a large degree, good employees that care. Remember the EXTRA CARE AIRLINE?? ... If only!

Thanks again to those responsible for this informative, interesting pub.....no revision required.

Steve

JIM & DONNA SHAFFER—Sun City Center, FL '55-'93

Hi Denis:

I'd like to add my appreciation for your ongoing efforts on behalf of RUPA. We are fortunate to have such a dedicated group of volunteers, past and present, that keep us in the loop. Many thanks!

We both are scheduled to arrive at the 3/4 century mark shortly, and are in reasonably good health. Can't understand, since we're so young, that we have a daughter soon to retire after 35 years of teaching. The kids and grandchildren are located in IL, CO, and KY, which give us a chance to vacate the humid Florida climate from time to time. We aren't doing a lot of traveling, but SA on UAL has been good the times we've used it.

John Powers, my new hire buddy and I were treated to a tour of TK in May courtesy of my son-in-law Bob Brewster, from corporate sales. Incidentally, Bob remains a loyal and valuable employee in spite of pay cuts, job uncertainty and work overload. Other than the control tower and UAL's training center, I barely could recognize what was formerly the Denver Airport. Land use is now homes, stores, retail, food, etc.

Anyway, it brought back many memories with its Link Trainer and Historical Displays. And yes, the food simulator is relatively unchanged, including busing your own food trays. My hat is off to all the employees we met there who remain professional in a time of extreme difficulty.

We never saw Florida in our future, but because of Donna's dad we are here. I am pleased to say that we find the age 55+ community a really good place to live. We have a great neighbors, numerous activities and social events which occupy as much, or little of your time as you wish. Most of the administration and services are provided by volunteers, which enhance the community while minimizing costs. We play bridge, exercise, and do volunteer work on the security patrol and lifeline telephone network.

As we all know, the airlines are in a crisis mode, along with many other industries held hostage by oil. I really feel for all of those effected in their chosen profession. The years at UAL were mostly good to us, but 9-11, and poor leadership at the highest level has changed many lives. The technology to reduce much of the fossil fuel demand is available. Let's hope that the next congress and administration has the backbone to implement what is best for the country. It can be done.

Best regards, *Jim and Donna*

UAHF PURSUES ARCHIVE COLLECTION AT UNITED AIRLINES

The United Airlines Historical Foundation's mission is "Preserve the Past, Inspire the Future." Living up to its responsibilities, the Foundation's Board of Directors' representatives are currently seeking to meet with officials at United to discuss UAHF's proposal of March 19, 2008 to acquire and manage the archive collection. This collection consists of documents and memorabilia tracing the history of United Airlines from 1926 to 2005.

We would like to provide the background of how this collection came to be. In the mid-1960s, plans were approved by the UAL board of directors to build a United museum on the grounds of the Executive Office (EXO) in suburban Chicago. The museum was to be named after William A. (Pat) Patterson who served as President of United from 1934-1966 leading the company out of its pioneering past to become the world's biggest airline.

Adrian Delfino, a United employee, was selected to head the project and he began collecting memorabilia from early airmail pilots, mechanics, and former employees of United's four predecessor airlines (Boeing Air Transport, National Air Transport, Pacific Air Transport and Varney Airlines) in addition to United active and retired employees. The collection was extensive.

UAL President William A. Patterson stepped down in 1966 and George Keck assumed the role of President. The company experienced losses and the museum project was cancelled. Some of the memorabilia was displayed in the lobby for a period of time at EXO but most of it was stored in a locked room in the basement of EXO where it remained until 1995 in a state of disarray.

The museum concept was resurrected by strong employee interest in 1995 and United paid for the construction of a mini-museum that was located in the large entry lobby of the Executive Suite and also extended to adjacent hallways.

An archive program was also created and staffed with one United employee who recruited over 15 volunteers from the Retired United Airlines Employees Association (RUAEA) and from the Chicago chapter of Clipped Wings. Retired UAL historian Adrian Delfino served as a consultant on many projects. All the memorabilia that was inherited as well as new acquisitions were numbered and logged in a database. Special care was given to protect all of the objects in temperature controlled conditions. A traveling history exhibit was also funded which made the rounds to around five U.S. airports per year during a five year period. A history website, the most extensive in the industry, was developed at www.united.com as well as an oral history program. Utilizing the resources of the archives, the *Age of Flight* book was published in celebration of United's 75th anniversary.

In 2005, one year before United Airlines exited bankruptcy, the archive program was eliminated and in 2006, the World Headquarters (WHQ) corporate museum was dismantled. The artifacts were again placed in "cold" storage in the basement of WHQ as they were prior to 1995.

Since the 1970s, UAHF has mounted displays of its own memorabilia at DENTK (Denver Flight Center) and it is there that the Foundation shares an office with RUAEA. The UAHF is continuing to mount displays and works in harmony with the United management team at DENTK. The DENTK leadership has offered the Foundation sufficient space to store the archive collection according to prescribed standards that is now housed at the Chicago area Operations Center (formerly EXO/WHQ). It is this collection that the Foundation is now seeking to acquire.

The UAHF's position is to bring the remainder of the archival collection into the hands of the Foundation as it has a vested long term interest in the United history, memorabilia and archives. The collection is comprised of the good faith donations from employees and retirees. The Foundation is a 501c3 tax exempt not for profit organization and has the capability to assume ownership of the archive collection. This transfer would preclude officials at United Airlines from breaking up the collection and possibly selling it for profit.

RUAEA entered an informal alliance with UAHF in 2005. Since then, the Retired United Pilots Association (RUPA), the Association of Flight Attendants-Communication Workers of America Retired Members' Chapters at San Francisco and Los Angeles and the International Association of Machinists and Aerospace Workers, Local Lodge 1781 Retirees' Association have also joined the alliance. Now, over 17,000 retirees share a desire to preserve United's rich history. The Alliance Coalition presidents/designees are active participants of the United Airlines Historical Foundation.

Joining the UAHF Alliance Coalition's backing are the late William A. Patterson's daughter Pat Patterson Dudley and his son William A. Patterson, Jr., who recently wrote to the president of United Airlines to support the transfer of the archives at United to the UAHF. The Foundation is also reaching out to unions representing workers at United Airlines for support.

If you would like to support this initiative or other Foundation programs, please click on the "[Support](#)" link at www.uahf.org and also visit our site for periodic updates.

SUNDAY MORNING

Upon hearing that her elderly grandfather had just passed away, Katie went straight to her grandparent's house to visit her 95-year-old grandmother and comfort her.

When she asked how her grandfather had died, her grandmother replied, "He had a heart attack while we were making love on Sunday morning."

Horrified, Katie told her grandmother that 2 people nearly 100 years old having sex would surely be asking for trouble.

"Oh no, my dear," replied granny. "Many years ago, realizing our advanced age, we figured out the best time to do it was when the church bells would start to ring. "It was just the right rhythm. Nice and slow and even... nothing too strenuous, simply in on the Ding and out on the Dong."

She paused to wipe away a tear, and continued, "He'd still be alive if the ice cream truck hadn't come along."

WALT SHERMAN—Orting, WA

Each month I look forward to getting the *RUPANEWS* and reading the letters from people who remind me of what a great experience it was to be a part of United Airlines. As I reach my 80th, and so far in good health, it's saddening that every year there are fewer and fewer of the group that I flew with who made my thirty-five year career so enjoyable.

Fifty-five years ago things were much different than they are today and as I read of the passing of Capt. Bob Refvem I am very clearly reminded of a trip Bob and I flew when William Patterson was on board. Bob said to not be surprised if Mr. Patterson came up to the cockpit to say hello. Within minutes the unlocked cockpit door opened and there he was. He called Bob by name and they talked about how things were going and about Bob's family. Bob then introduced me to him. He welcomed me to United and I'll never forget him saying that if there was ever anything he could do for me to be sure to get in touch with him.

After he left Bob told me that Bill Patterson remembered everyone he ever met and the exact circumstances. He also said that I could expect an engraved 'Eversharp' pencil in the mail. Sure enough, two weeks later I received the pencil with my name engraved on it and a message that said, "Thanks for a nice trip. Pat". Over the years I met Pat Patterson a few times and he always referred to the time he had flown with Bob and I. I've never heard of anything similar being said about any CEO since then and I offer it here as a tribute to what was once a remarkable airline family. Twenty years of retirement have not dimmed the memory of what a great job it was!

Walt Sherman

JOHN X STEFANKI—Los Altos Hills, CA
TEMPUS FUGIT – Time Flies

I would not think that I would reach the piano number 88 years of age, but here I am.

Have been married for 63 years to the most beautiful woman and have an offshoot of nine children, Cathy, Steve, John, Judy, Mike (deceased), Larry & Mary (twins), Megan and Dee Dee. Really a good crew. Hope to see you next year.

Johnny ORD, SFO, ORD, SFO

F. B. [STEVE] STEPHENSON—Sonoma, CA
Editor..

The calendar indicates that it is that time again...

Time for what?, one asks..oh, yes..dues. They are in the mail, honest they are, with a little extra for the folders, etc. I recommend Anchor Steam.

Shirley and I are just back from a sojourn in Mother Russia. Our take...once is enjoyable, but enough.

Everything is OK here..except it takes a three wood where once an eight iron was sufficient. Looking forward to the RUPA cruise this fall. See all you classmates then, I hope.

F. B. [Steve] Stephenson oldnavcad@aol.com

HENRY A SUTA—Westminster, CO

To all my friends of UAL, This year started with a two-month visit to Carolyn's family in South Carolina at Myrtle Beach. Next, came my annual visit to MD Anderson Cancer Center in Houston TX. The news was that my PSA level was up and my Doctor wanted me back for biopsy of my prostate. You know the drill. It was high.

One more trip to Houston at the end of June for a cryosurgery, in other words they froze my prostate. Presently, I am suffering from the operation after effects. Have to go back in Sept.

I wish to say that I have been given extra care and attention from everyone we came in contact with at United and United-Express in our travels between Houston and Denver: I want you folks to know the airline has changed, but the people have not!

Henry

FRANK SWAIM—Birmingham, AL

Dear Denis, first, thanks for taking over the job. Best wishes. Here's my letter for #93 years.

Next, I want to thank Ted, and the staff, for printing my letter last year. It elicited a response from a former flying partner out of CHI c. 1944. We still correspond via cyberspace. It's nice to be remembered after 63 years.

Things going about the same. Busy, busy, as care-giver. Evelyn has failed a bit. Unable to walk

unassisted and short term memory all but gone. We stay here, in our home, where surroundings are familiar. No travels except to doctors, therapists and pharmacists. Otherwise, life is good.

Am sending a couple of squibs about UAL Sleeper service.

This service ran in the late thirties and early forties until the war took our planes. The planes were DST'S, converted DC-3's. Two lower and two upper bunks on each side. One night out of CHI, we had just leveled off in cruise when the stewardess came up and excitedly told the captain that a man had gotten out of lower two and climbed to the upper with a lady passenger., "What shall I do she asked?" Capt. L.C. Brown turned and said: "Time them".

OK, here's another- Don Magarell, mgr. of passenger service, Chicago, instituted a program whereby a business man could take his wife along on an over nighter free of charge. The program went well until one lady (a neighbor of ours) received a letter from Don thanking her for taking the flight and invited her to take another (day time) flight in the future. The only problem was - she was NOT the passenger. That program soon terminated.

That's it for now, Denis. Hope to send some more for number 94.

Sincerely, *Frank L. Swaim* CHI-DEN-LAX 1940-1975

OLIVIA TANNER—San Juan Capistrano

Please find a check enclosed for the Newsletter for another year of news of what is going on with friends of John and other interesting articles.

As for me and family – I made my 39th trip to Bangkok and stayed at my “home away from home” the Oriental Hotel – John and I spent many wonderful times there. That is where I and my daughter floated his ashes out to sea. Each year since his passing, I go out and send a floral piece to sea in his memory. It has been eight years since he left us – needless to say he is greatly missed.

Very truly, *Olivia*

E. K. WILLIAMS, JR.—Round Hill, VA

Here I am enjoying the first day of my new year. Yesterday, to celebrate the Eve of My Personal New Year, my sons and their families came out for dinner and roasting of dear ole Dad. There was much laughter and good food with particular attention to the ice cream sundae. The evening was topped off with fireworks in a fashion properly befitting the New Year.

Looking back over the year, I see all the things that bring me pleasure. Surf fishing, river fishing, lake fishing, deer camp in the National Forest, Cape Hatteras, North Carolina, Yakutat Alaska, Claytor Lake, Virginia. The Social Security Poker Society, the Eddie O'Donnell RUPA Luncheon, Leesburg Breakfast, Manassas Breakfast and North Fork Baptist Church.

Looking forward to the New Year ahead I anticipate the same joy in these activities with my friends and my Family. Betty and I send our best wishes to all you folk out there in RUPA Land.

E.K. Aspire to inspire before you expire

LARRY D. & MARILLYN WRIGHT—Sonora, CA

Hi guys. This year starts # 17 into retirement. As everyone says, time has really "flown" by. Marillyn and I are doing pretty well. I had my usual two times a year in the hospital for heart "overspeeds". These were not too bad. One was only 130 beats per minute and the other one 166 per minute but for some reason it would not slow down. This makes 9 times the ol' ticker has "taken off" in the last 8 years ranging from 126 - 300 per minute. The doctor seems to have the right medicine for me now. Our trust is in the Lord and when he says it's time to go I'll be ready.

Marillyn and I became great grandparents last month. One of our 10 grandchildren had a darling little girl. Another one of the 10 is planning a large wedding this month up in the Portland area. Most all of our family will travel there for the wedding. We plan to spend a few days along the coast coming back home. We'll plan a good spot to spend our 54th anniversary.

As many have said we had our careers during the "good times". I'm sure there are some yet flying that enjoy what they do but times are definitely different now.

I want to thank all the great people involved with publishing the *RUPANEWS*. I thoroughly enjoy reading all of it. I want to add my name to the list of pilots that would be in favor of a raise in dues should it be necessary. My check is in the mail

Larry and Marilyn

IN MEMORIAM

HERBERT E. CREES

Sadly, Herb Crees passed away on July 1, 2008, at age 86. As many of you know, with Mary's devoted help, Herb was tenacious in defying the effects of Alzheimer's and Parkinson's.

He hired-on as a mechanic with United in 1946, started flying in 1950 and retired in 1981. During the time he was flying with United, he owned and operated an aircraft maintenance shop in Hayward, CA. He also owned and operated several private aircraft.

Herb married Mary Shetrone in Sun City, AZ and they moved to Grants Pass in 1993 from AZ.

He enjoyed traveling, telling jokes, helping others, golfing, motorcycling, walking, boating, fishing, and playing cards. In addition, he was a genuinely nice, loving, caring, witty man with a delightful sense of humor, and always that impish twinkle in his eyes. He is survived by Mary, two sons and a daughter. He will be deeply and dearly missed.

Condolences may be sent to Mary at:

Mary V. Crees
1459 Shady Lane
Grants Pass, OR 97527

GEORGE JACOB FURCH

I regret to notify you of the passing of my father, George Jacob Furch, on July 11, 2008 in Colorado Springs CO. George was 93 when he passed away. He started with United Airlines in 1937 and worked until 1974, when he retired. He subsequently flew Beavers as a bush pilot in Ontario, Canada for several years before finally retiring for good in Canon City, Colorado.

Best regards, *Bill Furch*, son

MELVIN E. HEFLINGER

[Short OBIT notice was in the July News. ED]

Our dear friend Mel has been called to fly West. After we started to recover from the shock, another friend said "you must be feeling your own vulnerability" No, it is not about me at all, other than the sorrow I feel for his being cheated out of continuing on with the things in life he loved to do.

At the time Mel, I and others were restoring and rebuilding classic and antique airplanes at Torrance Airport, he was my "Ask A Friend", like my big brother. We could present a mechanical and/or a technical problem to Mel; he would grasp the problem, go into it whole hearted and ENJOY solving it with you. Time and time again he would help like that, and he truly enjoyed solving problems for his friends and fellow pilots.

We will sincerely miss him- and would like to pass on our most sincere condolences to Dot and the boys and their extended families.

Norma & Bob Puryear

ALEXANDER G. HELLER

To the United Family: Al Heller has passed away after a long battle with cancer.

Al Heller was a much beloved and respected NY pilot who retired around 1990. He is survived by his United Flight Attendant partner Judy Barteau.

As a United new hire in 1978, I was very fortunate to have Captain Al as a role model. He was a warm and generous man who personified the definition of aviation professionalism. He will be sorely missed.

Pat Brannigan

Cards can be sent to Judy Barteau, #1 Pulver Rd, Millerton, NY, 12546

ALEXANDER G. HELLER

From the *Poughkeepsie Journal*

Alexander G. Heller, 78 of Millerton, NY died at Sharon Health Care, Sharon, CT on Sunday, July 20, 2008...

REX G. JARRETT

Rex G. Jarrett of Longmont, Colorado, died Thursday, June 12, 2008, at Longmont United Hospital. Rex was born just 70 years ago in the town of Anderson, Indiana, on August 15, 1937. He graduated from Frankton High School in 1955. It was only 25 years ago that Rex met the love of his

life, his beloved wife, Claire Boston. Together they built a wonderful life and made countless friends in their 21 years in Longmont. Everyone who met Rex and Claire automatically became their friends for life.

From earliest childhood Rex had an unrelenting desire to learn and he spent a lifetime pursuing his quest for knowledge, adventure and the development of lifelong friendships. At the early age of 15, Rex worked as a line boy at the local airport washing planes in return for flying lessons. He earned his "wings" at the age of 16, was a certified flight instructor by 18, and a professional corporate pilot by age 21. In his flying career, Rex flew more than 40 types of aircraft, ranging from props to jets and eventually retiring as a Captain from United Airlines in 1997 after 30 years of service. Of all the various planes Rex flew, the highlight of his flying life was piloting the famous WWII, P-51 fighter.

Rex was one of those people who never let the "grass grow under his feet". He was a leader and had a reputation for being the guy who was precisely "on time". His love of adventure led him to racing his 356 Porsche coupe with the Porsche Club of America, being a certified Scuba instructor, ocean sailing, hiking, and bowling, playing golf, building and flying remote control airplanes, and racing vintage race cars. Rex was a craftsman, a perfectionist, a teacher, listener and a helper.

To balance his life in the fast lane, Rex dedicated time to the Longmont Symphony Orchestra, serving on the board many years, including a few years as Vice President. He was active in the Colorado Scientific Society, his beloved "Yesteryear Farm Show", the Colorado Vintage Oval Racers and his bluegrass band, the Bluegrass Cornpickers. Let's not forget his roots: the beloved farm in Frankton, Indiana, where he would return each year and spend many long autumn days harvesting crops.

Preceding Rex in death were his parents, and a brother, Kenny Jarrett. Rex is survived by a loving family including his wife, Claire; sister, Sharon Antrim and husband, Garland of Ellwood, Indiana; his daughter, Judy Trudell and her husband, Jim of Lighthouse Point, Florida; granddaughters, Amy McEldowney and Katie Edelheit; stepchildren, Cynthia Adolf, Joe and John Hensley; along with 10 great-grandchildren.

When we see those contrails high in the sky, we'll always remember Rex.

BERT W. JENSEN

Sept 13, 1916 - June 28, 2008

Bert Jensen flew west on June 28th in Reno Nevada surrounded by his wife, Barbara and his son, Martin. His passing was sudden, but very easy for him.



Bert finished his career with United in 1976 on the big jets, and certainly led a fascinating and full life both before and after. I ran across Bert on one of his "Alpine Ski Tours" that he ran so well with Barbara, his wife. Skiing, flying, and his wife Barbara, were Bert's passions in life, and everything revolved around those three.

At the early age of 15 in the 1931, Bert was taken for a ride in an airplane. The ride began a lifelong love of flying. He learned to fly and was hired by United Airlines, flying his first trip in January 1940. He retired from United after 36 years of service in 1976. Bert was also a private pilot, always owning his own airplane, the last of which was a beautiful 1943 bright red Staggerwing Beechcraft bi-plane that he totally rebuilt and recovered himself. Over the next 37 years, Bert and Barbara flew the Staggerwing all over the United States, and Bert even raced it at the 1970 Reno Air Races. He had almost completed re-building a second 1943 Staggerwing. In fact he drove to the Truckee airport almost every day to work on the plane in his other love, a beautiful red Porsche.

Bert was the nicest, most multi-talented, and genuine person I have ever had the honor to know. There was very little he didn't have some knowledge of, and very little he couldn't do. He was a skier second to none, accomplished climber, a great pilot, a master craftsman, and most of all the absolute best of friends. Bert is survived by his loving wife of 50 years, Barbara, and his dear son, Martin, of Reno. He will be greatly missed. Anyone who ever knew Bert will miss this amazing man. Godspeed Bert. *Dick McKay*

KATHY MCFADDEN

Kathy McFadden, wife of Capt. John McFadden passed away July 01, 2008

DONALD F. MASTRUD

Donald F. Mastrud, from Austin, Texas, born March 7, 1930 in Oak Park, IL, passed away on Sunday, June 22, 2008.



Following his honorable service to our country as a Marine and a Naval Aviator, Don enjoyed a 33-year career as a Captain for United Airlines before retiring in 1989.

Although Don began a valiant struggle with pancreatic cancer in early 2007, survived drastic surgery, radiation, chemotherapy and recently congestive heart failure, he tragically lost his battle to an aggressive bacteria that took his life on Sunday.

Don is preceded in death by his parents, Albert and Edith Mastrud, and his sister, Dorothy Simmons; and is survived by his six children: Karen Mastrud, Brian Mastrud, Debra Breder, Susan Parsons, Danielle Mastrud and Chad Mastrud; his sister, Jo Turk; seven grandchildren; and six great grandchildren. He was loved dearly by friends and family, and will be missed by all who knew him.

VERWAYNE L. (CURLEY) OWEN

Verwayne L. (Curley) Owen passed away on May 5, 2008. Curley was born in Midland, Michigan, March 6, 1932. He got his private pilot's license at the age of 16. Hired by United in 1965 and retired in 1992.

He resided in Maryland for 25 years prior to retiring and moving to Aero Acres, a private airport community in Port St. Lucie, Florida. The move to Florida was a dream come true. He had a hangar full of airplanes. Three were airworthy, three were retirement projects and there was a 32' sailboat tucked in amongst the airplanes. Curley's interests were flying, sailing and the restoration of both boats and planes. He also enjoyed working with his wife and daughter as they pursued their flying interests.

Just a few years after the move to Florida, Curley was diagnosed with Alzheimers. Sometime in 1996 was the last time he flew and it was a decision that he made. Other than Alzheimers, his health was perfect. He was able to continue to live at home and Hospice assisted for the last three days of his life. At the time of his death, his family was at his side.

He is survived by his wife of 57 years, BeBe, his daughter, Pam Owen Torell who is a pilot for American Airlines, and his son-in-law, Peter Torell, all of Aero Acres.

A memorial service was held at Trinity Lutheran Church in Fort Pierce, Florida on May 10, 2008. Memorials may be made to Treasure Coast Hospice, 1201 SE Indian Street, Stuart, FL 34997.

He is greatly missed.

BeBe Owen

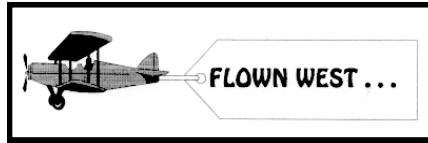
PERCY ADDISON WOOD

RUPANEWS Subscriber for 20 plus years, Percy Addison Wood, a resident of Sandhill Cove in Palm City, FL, and 22 year resident of Mariner Sands, Stuart, FL, passed away at age 88 on June 23, 2008. Percy was preceded in death by his wife of 64 years, Mary Sherwood Wood. He is survived by his sons, Andrew (Toni) Wood of Bedford, MA, Robert Wood of Las Cruces, NM, Richard (Joy) Wood of Cottage Grove, WI and Kenneth (Marlene Nordstrom) Wood of Weston, MA; as well as nine grandchildren and four great-grandchildren.

Percy was born in Oakland, CA and resided in San Mateo, CA, Greenwich, CT and Lake Forest, IL, prior to retiring to Florida. Percy was a member of Mariner Sands Country Club, Crossroads Yacht Club of Stuart and Mariner Sands Chapel.

Percy was past President and Chief Operating Officer of United Airlines, where he worked for 41 years. He was past chairman of the Mariner Sands Homeowners Association, former board member of Medic Alert Foundation and Commodore of the Coyote Point Yacht Club in San Mateo, CA. He had a passion for competitive sailboat racing, fly fishing and more recently for deep sea fishing. Percy attained the highest honor at both the Boy Scouts (Eagle Scout) and the Sea Scouts, as well as being a Troop Leader. Percy was a member of the Conquistadores del Cielo and the California Pioneers Society. Percy will be remembered for his incredible optimism and his dedication to all the projects that he worked on. He touched all who knew him in so many ways.

In lieu of flowers, donations may be made in Percy's name to the Mariner Sands Chapel Fund, 6500 SE Congressional Way, Stuart, FL 34997, or Jesus House of Hope, 2484 SE Bonita St., Stuart, FL 34997.



HERBERT E. CREES	July 01, 2008
HOMER GLEN DURHAM	May 19, 2008
GEORGE JACOB FURCH	July 11, 2008
ALEXANDER G. HELLER	July 20, 2008
REX G. JARRETT	June 12, 2008
BERT W. JENSEN	June 28, 2008
JAMES L. LOVEJOY	July 03, 2008
F. ROBERT OLSON	July 10, 2008
VERWAYNE L. OWEN	May 05, 2008
THOMAS P. VAN SCIEVER (Chief ORD Dispatcher)	July 18, 2008
SAMUEL D. WOOLSEY	June 28, 2008



HIGH FLIGHT

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

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

John Gillespie Magee, Jr., September 3, 1941

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

1st Wed. SFO North Bay—*Petaluma Sheraton*
2nd Mon. Nov, Jan, Feb, Mar SW FL—*Olive Garden, Ft. Myers* - 239-540-9112
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 Wed. Reno's "Biggest Little Group"—*Macaroni Grill* - 775-747-4429
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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