
rupanews



Journal of the Retired United Pilots Association



Northrop P-61/F-61 Black Widow

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NOVEMBER PRESIDENT'S LETTER

We have exciting news for those of you who are computer literate. Our editor, Denis O'Malley, has been striving to bring the *RUPANEWS* into the electronic age. The past few months he has been experimenting and testing the electronic version of the *NEWS*. The clarity and readability on the Internet is outstanding and the color graphics certainly catch your eye.

For those of you who would like to receive the *RUPANEWS* electronically, our Sec/Treas. Bruce McLeod, has outlined the procedure for doing so in his "musings", in this issue. If you enroll in electronic delivery, you will be added to the distribution list. After a period of time you will be given the option to receive the *NEWS* electronically or go back to the hard copy. Until you specify which method you want, you will continue to receive the *RUPANEWS* by the U.S. mail. For those of you who do not use a computer or just do not want electronic delivery, be assured, your *RUPANEWS* will continue to arrive via the U. S. Postal Service.

Last month I had the pleasure of attending the Los Angeles Valley luncheon at *Mimi's Restaurant* in Chatsworth. As I have reported about the other luncheons, I again found an enthusiastic group who enjoy getting together. One of the main themes of letters written by our members, is that they miss their flying friends. These luncheon groups help fill the void. Again, I highly recommend that you join one of these luncheon groups. If there are none in your area, consider establishing a group. RUPA can send you a list of retirees in your area.

Once again, please write a short note when you renew your membership and let us know you are still out there. People do care. Happy Thanksgiving! *Larry*

SEC/T MUSINGS

This is the **November** issue of *RUPANEWS*. That means it is the **LAST** reminder that your personal details should be updated or corrected before December 17, 2008. For our 600 +/- Snowbirds: be aware that delivery address for *RUPANEWS* in the database on December 17 is the one that always appears in the directory.

The *RUPANEWS* is available for electronic delivery only as an email attachment. Just send an email to rupa.sectr@yahoo.com with your "mailing address name" and your email address. You will be instantly added to the list. You will not be added by asking in a post-it stuck to your check. *RUPANEWS* will be emailed to you on "Mailing Day". *Bruce*

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.

OCTOBER DANA POINT, CA RUPA LUNCHEON

Quiet at the harbor for our lunch. Just enough sun to have the blue umbrellas up. The fog in the area was confined to right along the shore line. Most of the birds of the area were sitting or floating around .. fog was too much for them. Seems there were imitating what we were doing.

Several members were no show. They were off to find some fall color in the local mountains. Unfortunately several on the sick list.

On deck were: Park Ames, Bruce Dunkle, John Grant, Rudy Haluza, Jack Healy, Ed Judd, Bob McGowan, Bill Meyers, Bill Rollins, Ted Simmons, Bill Stewart and Joe Udovoch.

Rudy had a few recent pictures of the 2008 reunion of the 1968 Olympic team of which he was a race walker. Park and Joe had on new bright red caps from the ALS walk... Ron Cordes team!

Bob McGowan demonstrated how to play a harmonica on his iPhone? Conversation turned to Birds. Big and small bird flight characteristics and other habits. Every one seemed to have a humorous bird story...or at least they way the stories unfolded that way. Park was not even at our end of the tables! Finished up the lunch with a number of good laughs from Park and Bill Meyers. A good time was had by all.

Next meeting November 18th. *Ted*

OCTOBER 9TH S.E. FLORIDA GOLD COAST RUPA LUNCHEON

We had our first gathering since taking the summer off. Many of our group are still up North and will attend our November meeting. As usual, we met at the *Flaming Pit Restaurant* in Pompano Beach. We managed to all sit together at one long table as there were only eleven of us dining there today. As customary, the stories, lies and jokes flowed and several members described their summer vacations. Les Eaton told us about his wonderful 30 day cruise around S. America. Art and June Jackson spent two and a half months this summer cruising around America in their motor home. Jerry Bradley and several others were not able to join the group today because they are also on Cruises.

Hambone Wilson is still in Alaska and will join our November get together as will Bob Beavis, Chuck Smith and Ned Rankin and lots more, we hope!

Our favorite waitress, Barbara, served the entire group which included Terry Lewis, Dave Peat, Duane Harrison, Les Eaton, Art Jackson, Ed Wheeler, Bill Garrett, Jim Carter, Murray Warren, Mike Warde and your scribe, *Dick Bodner*

S.E. FLORIDA GOLD COAST LUNCHEONS

Dear Fellow RUPA Member:

It's time for our monthly luncheons again. Put Thursday, October 9th and November 13th on your calendars! We meet at the *Flaming Pit* at 11:30 AM (as usual) opposite the Pompano Golf Course on US 1 starting at 11:30. Lots of catching-up to do, so please don't miss them.

We look forward to seeing you there. For Les Eaton, & Terry Lewis, your scribe,

Dick Bodner

THE WIND CHASERS, Exerpt part 2

Last month we left our heros, "captured and being beaten to death", in a hurrican that they had been searching for, and tracking, in Caribbean waters in 1964. The Navy Constellation and crew were being torn to pieces, as we bailed-out of the story.

The engines were still running despite being flooded by the torrential rain that the plane was now encountering. The crew dared not close the cowl flaps for fear water would build up over the engines and cool them enough to make them stop functioning. The second Flight Engineer, Marshall Jones, worked his way aft in the fuselage. There he found Chief Morgan badly bruised and bleeding. He and Lewis determined that he was hurt very badly. Lewis had his own hand torn, pointed to the man with the broken arm. "When we ditch," he said, "you take the chief and I'll take Putrite."

The plane was now wallowing and losing altitude. Chief Morgan still had enough professionalism in him left to glance up and read the altimeter. "This thing reads zero." "This is it!" Someone else shouted, "Yes, we've hit the ocean at last." The plane went on flying however, bouncing from one wave to the other but still flying. The crew finally got out an emergency message. "Mayday! Mayday! Mayday! We are in urgent need of assistance." Every ship, aircraft and shore station heard their cry for help. Tracking stations including ships initiated a radio search. Within minutes Dan Chesler, Squadron Commanding Officer, who was back at the base in Roosevelt Roads knew the exact position and problem Snowcloud One was having. The Coast Guard at San Juan launched a Grumann Albatross amphibian and he headed into the area of the storm which lay some one hundred fifty miles south. He knew there wasn't much he could do should the Constellation have to ditch in the high winds and bad weather. He was hoping for them to at least get out of the storm before they had to ditch.

The Constellation was now bouncing along, pitching and yawing with her engines roaring weirdly. The crew hadn't been able to make much altitude and the storm had them pinned close to the surface. Cmdr Reese knew that most of the storm lay between him and Puerto Rico. His main hope was to fly west and get out of the storm before he had to ditch. He found that loss of the second tip tank had helped. The plane still threatened to come unglued but some of the imbalance was gone. It still crabbed sideways because the second tank had taken a much bigger chunk of the right wing with it. The Albatross was now calling. Reese heard them report that they had him on radar and were going to close and fall in behind them.

"Thanks," replied Reese as he went back to see his crew while Phelan relieved the arm-weary Edgren at the controls. The storm conditions had subsided some and conditions were improving all the time. Phelan had found her awfully shaky, and had to fly her at 170 knots, no more no less. Still flying below five hundred feet the plane dodged the worst weather by flying under it. Within an hour the crew spotted storm-stressed trees just below. It was the forest of Puerto Rico. The crew however was not in a rejoicing mood. They weren't sure at this time whether the landing gear would come down let alone hold up for a landing. They had not tested her yet for slow flight. Reese would wait until they were under Ground Control Approach (GCA-radar) control before trying that. Roosevelt Roads GCA came up on frequency and reported that they had Snowcloud One in radar contact. Cmdr Reese coaxed the plane around the GCA pattern. They were in the process of completing the Landing Check List. First Engineer, Vic Workman called out the Landing Check List. "Autopilot off?" Reese replied, "Off." Workman, "RPM set at 2400?" Reese replied, "RPM will remain at 2600." Workman, "Fuel Tanks?" Reese, "Set on Emergency." Workman, "Landing Flaps?" Reese made a quick calculation, "Flaps will remain up during the approach." He was afraid that the hydraulic system might have been damaged and might cause split flaps should he try to lower them. Of course this could have been disastrous. Reese called for the landing gear to be lowered. The copilots heart started to pump faster. He selected down and the gear left its up position and the landing doors cracked open. He stared at the landing gear position indicator. Finally three gear indicated down and locked. Would it hold for landing, that was the \$64,000 question. Cmdr Reese now slowed the aircraft, some say to 122

knots, but he quickly determined that this speed would probably put them into the trees before getting to the runway. He increased his speed to a no-flap approach speed which meant he would have to come in flat and hot.

Suddenly she burst out of the clouds, slightly below the normal glide path, leaking fuel from her broken wings with the Coast Guard Albatross sticking to her like glue. Snowcloud One was still yawing, pitching and bucking. The crew guided her to a fairly smooth touchdown. The fire trucks were rolling long before she touched the runway. The crew held their breath waiting for the swerve and the gear buckling. No swerve. The gear held. The engines were all put in reverse and despite the high touchdown speed, Commander Reese brought the aircraft to a smooth halt. The crew raced through the ground emergency shutdown procedures while the fire trucks and ambulances surrounded the aircraft. Inside the cabin a weary voice echoed the sentiment of the entire crew, "Well, we made it again."

The incident was investigated and the squadron determined that it was only that, however, when the paperwork reached the Safety Center in Norfolk it was kicked back and determined to be an accident due to the severe injuries sustained by the crew.

An excerpt from *THE WIND CHASERS*, Author: H.J. Walter

SEA GOONEY BIRDS RUPA LUNCHEON

The Seattle Gooney Birds gathered together for lively conversation and friendship on 10/16/08. Special recognition was given to Keith Blue, who recently underwent hip replacement surgery and is relearning his Tango steps. We missed one of our senior members, Dean Turner, for the fourth month in a row. Neal Johnson promised to try and track him down. No new news and only one political joke to end the luncheon on a high note. In attendance: Pat Williams, Dave Carver, Al Haynes, Chuck Westpfhal, Gerry Pryde, Herb Marks, Ray Hanson, Jack Brown, Dick Anderson, Neil Johnson, Don Anderson, Keith Blue, Al Teel, and *Bill Brett*

HONOLULU ONO NENES LUNCHEON

Dear Ono Nenes, Yesterday we got back on track with lunch at the *Kona Brewery*. In attendance were Don Clements, Alice & Buddy DeCosterd, Clarita & Rick Kaapuni, Yasuko & Yuz Morita, Scotty Scott, Corky & Jim Sorensen.

Scotty, who works as a docent at the Pacific Air Museum wants to know if any are interested in attending \$100 per person fund raiser for the Museum, phone #808-345-1973 or orchidisle@hawaii.rr.com. The museums cafe is way better than most.

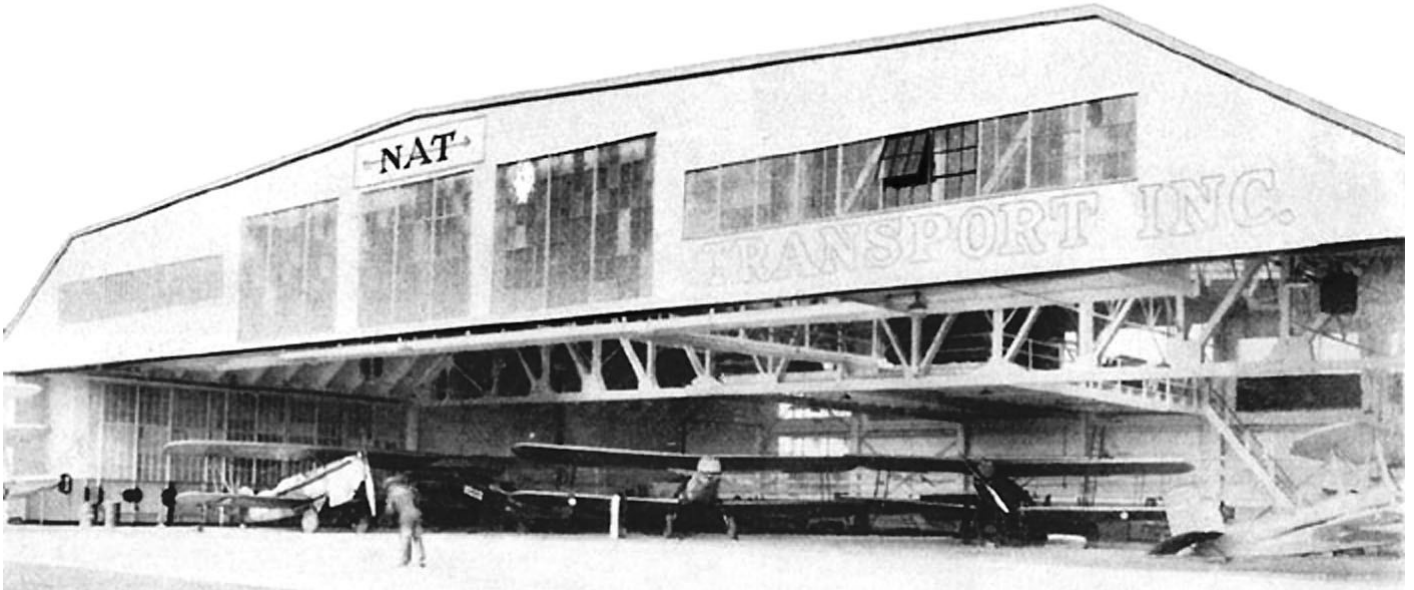
We all wish the Beckers well as Larry recovers from rotator cuff surgery this week. Besides the reminiscing, we managed to solve all the major problems of the world again, to bad our leaders can not. Next should be Ocotober 30th in Lani Kai.

Aloha, *Jim*

<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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NATIONAL AIR TRANSPORT



NAT's three hangars at Chicago Municipal Airport (Midway), including the "largest clear-span hangar in the U.S." - photos from April 1929 "NAT Bulletin" - United Airlines Historical Foundation's collection.

Please mail tax-deductible contributions and donations of United Memorabilia & Artifacts to: UAHF, Tom Goodyear, 7401 Martin Luther King Blvd., Denver, CO 80207. Website: www.uahf.org

JOE CARNES NW ILL. RUPA LUNCH

On Tuesday Sept. 9th the Luncheon was held at the *Warsaw Inn* in McHenry IL. 51 RUPA members and guests were in attendance. Milt Jensen Again provided his talents as MC. Dean May came for the first time. He related as how he has missed the dead line for working past 60 by two days. Said he thought maybe it was not that bad a deal considering the conditions at United now. Told us about his new life working for a small plane engine manufacturer.

Bernie Sterner gave us his wisdom on the current situation. Bob Kelly gave a brief summery of the Joe Carnes Scholarship. The scholarship fund is doing nicely and continues to provide an annual \$1000.00 scholarship and the principal remains over \$20,000.00. Good job Bob.

In attendance were: Don & Joan Anderson, John Anderson, Ken & Muriel Bergsma, Jim & Corrinne Boyer, Tom & Barb Conley, Cheryl Depner, Jim Downing, Jim Gesler, Dave Harris, Tom Harvey, Al Herbst, Jim Higbea, Buck Hilbert, Paul Hubbert, Jim Huemann, George Keller,

Bob & Carolyn Kelly, Les Kera

MALCOLM BERKO: UNITED AIRLINES NOT CLEARED FOR TAKEOFF

10/02/2008

Dear Mr. Berko: Please tell me what you think of United Airlines as an 18-month to 24-month investment. Several brokers recommend it. With oil prices falling, more people will be able to travel and I think United, the second biggest airline in the world, could profit very nicely. I can afford to buy \$10,000 worth, or about 1,190 shares. But I am concerned because the stock took a big fall in early September and went down more than 9 points. I couldn't find a reason for that huge drop. I did own United for about 6 months before it went bankrupt in early 2002. I lost more than \$8,000 and don't want it to happen again. -- R.G., Bend, Ore.

Dear R.G.: United Airlines (UAUA-\$8.40), founded in 1934, has 3,023 flights serving 206 destinations in the United States -- and if management had any brains they'd reduce the number of flights by 30 percent and their destinations by the same amount. UAUA also serves 895 destinations to 158 countries outside the U.S.

If Glenn F. Tilton, Kathryn Mikells and John F. Tague -- the team running this floundering, foundering airline -- would stop taking their meds for a month, reason might prevail and they'd reduce those destinations by 50 percent. If those fools had any business sense they'd realize that UAUA's business plan, which has been an incontrovertible failure, needs an industrial-strength enema.

Big carriers like United can't be all things to tall travelers, flying from South Bend, Ind., to Sarasota, Fla., in seats barely big enough for an inflatable doll, at 42 percent capacity and charge \$69 for a one-way ticket. Who wants to fly from South Bend to Sarasota every day anyway?

But if they reduce the flights to once a week, United can make money at \$169 per one-way ticket while giving passengers more leg and hip room plus a warm meal. If that's too steep for some travelers, then let 'em take the train, a bus, a car, hitchhike or stay home. Inexpensive air travel isn't a right, as some folks seem to think, it's a privilege, like a vacation to Disneyland or attending a professional football game.

Yes, I know that J.P Morgan, Lehman Brothers, Credit Suisse, Reuters, Market Edge and Dean Witter recently had "buy" recommendation on UAUA. I think their analysts may be dining on spoiled road kill or spending too much time eating Twinkies under the power lines. UAUA might be the second largest airline but that just makes it a bigger potential failure.

As I've said before, an airline that has its house in order, an airline that understands the transportation and people business, an airline that knows how to make a profit is Southwest. The big carriers ought to take a lesson from the lads who run Southwest. And, no, a thousand times no, I would not buy UAUA at a two-year investment.

Oh, its price might rise above the current \$8.40 level, but I'm as certain as sunshine follows sunset that the risks of ownership are not worth the possible rewards. UAUA and its brethren are operating a business in the 21st century with 20th century management. Their management still wears blue suits with brown shoes and white socks, when sport coats, slacks and loafers are "de rigueur."

Meanwhile, UAUA's one-day nosedive was an anomaly as well as a one-day buying opportunity for some clever traders. Apparently Sam Zell's Fort Lauderdale *Sun Sentinel*, a Tribune Media Corp. newspaper, was encouraged to print a 2002 story attributed to the present, that UAUA was filing for bankruptcy. UAUA's shares closed at \$12.30 on Friday, Sept. 5, and crashed to \$3 the following Monday when the *Sun-Sentinel* published that old news in its archive section.

That was the time to buy UAUA because sometime between 10:30 a.m. and noon the stock fell 9 points and those who anticipated the decline and were fleet of foot made a nice profit. Unfortunately, you were not among the few who recognized that unique opportunity.

Send your financial questions to Malcolm Berko, P.O. Box 1416, Boca Raton, FL 33429 or e-mail him at malber@comcast.net

Editor: Mr Berko should have explained that those analysts recommending BUY to their customers and anyone who will listen, have a lot of UAA stock they'd like to get rid of, but that's a W.S. secret.

LOS ANGELES SOUTHBAY LUNCHEON

We escaped the unseasonable heat today to the bar at the *Hacienda Hotel*. Passed on some info about Continental and United merger still being on the table. A few voiced concern about their pass seniority. The old story, No more rumors until after the merger.

Attending were the ever faithful Shirley and Jack Hanson, Gene Gawenda, Walt Albright, Jim Turner, Loyd Kenworthy, Dick McKay, Arvie, Chuck Raphael and me, Rex May.

MARK YOUR CALENDARS NOW **THURSDAY, DECEMBER 11, 2008**

The *Hacienda Hotel*, 525 North Sepulveda Blvd. in El Segundo. This is just south of LAX.

All RUPA members, active pilots, present or former flight office personal and active or former flight attendants are invited. Widows and spouses of any of the above are welcome. Bring a friend if you like. An invitation to the Clipped Wings will be sent out.

No host bar at 1100 followed by a sit down lunch at noon. Cost is **\$25.00 per person**.

Send checks to Rex May, 6677 Vista Del Mar, Playa Del Rey, CA90233-7545.

Checks must reach me by Monday, Dec. 8 as that is when I must pay and confirm.

I hope to see you there. Best wishes. *Rex May*

SFO NORTH BAY RUPA LUNCHEON/OCTOBER 1ST, 2008

The October 2008 monthly gathering of the North Bay RUPA group was held at the Petaluma Sheraton's *Tolay Room*, on the first Wednesday, October 1st. Several call-ins, for business or pleasure, and a couple sick calls, lowered the attendance a bit, but the conversations were pretty brisk, probably a result of a lot of recent events in the financial field. First-timer was Pat Sheehy..Welcome!

A brief recap of the latest news was made, and Health and Welfare Chairman George Hise provided the group with more pertinent information on how to live long and prosper! The 2009 RUPA convention dates were announced, and a request for early reservations was passed along.

A couple recent job opportunities were mentioned (overseas). Note was made about the possible "bugging" of SFOFO, which led to a little fanciful speculation by the group. Some Airline memorabilia was passed around, and among the other items on the board, were a few of the latest communiques from Joe Stans, now living out of the area.

Attending: John Baczynski, Ken Corbin, Tom Grey, Lee Anderson, Dick Lammerding, Wayne Heyerly, Deke Holman, Dick Hanna, Bill McGuire, Bob Grammar, Bill Royall, Pat Sheehy, Dwight Daley, George Hise, Leon Scarbrough, Larry Whyman. *Bob and Doris Donegan*.

ABOUT THE COVER— Northrop P-61 / F-61 Black Widow

The first aircraft specifically designed as a true night fighter. After realizing the initial successes of such aircraft throughout Europe in the British Mosquitos and German Ju 88 night fighters, American engineers set forth to create this twin-boom design, like the successful Lockheed P-38 Lightning. The Black Widow was heavily armed and built for the night sky. It was designed such that the crew could operate in complete darkness, track and ultimately destroy incoming enemy aircraft, at will. A crew of three operated the machine, which was consequently painted in a black tone to keep the aircraft from being visible to the naked eye, in the darkness of night.

The twin booms housed the two Pratt & Whitney turbocharged R-2800s of 2,100 hp. each, and were joined at rear by a large elevator plane and twin rudder assemblies. The booms straddled either side of the crew and cockpit areas. The engine housings sat near the wing roots and generated a solid center of gravity when both engines throttled-up.

Armament of the P-61 consisted of a radio-controlled dorsal turret housing an array of four .50-cal. machine guns in upper turret and four 20mm cannons, fixed-forward. Early models displayed a defect in flight when the dorsal turret, if held at right angles, caused centerline imbalance, resulting in buffeting issues. The quick solution resulted in the complete removal of the turret in the initial batch "A" production models until a resolution was found - which then brought the turret back into later production "B" models. Additional improvements included a lengthened fuselage that directly resolved the buffeting issue and the ability for the aircraft to carry drop tanks, or four 1,600 lb bombs. **Initial Year of Service: 1943, Number built: 742**

The P-61 enjoyed successes in the Second World War from its inception in 1944, forward. The Black Widow would make further appearances up until 1950 as the F-61, and become the founding aircraft member of the newly-formed US Air Defense Command, charged with defending America from the threat of Soviet invasion.

Photo DOD Image Gallery, Edited text from www.MilitaryFactory.com

TEMPTATION

A priest and a rabbi were sitting next to each other on an airplane. After a while, the priest turned to the rabbi and asked, 'Is it still a requirement of your faith that you not eat pork?'

The rabbi responded, 'Yes, that is still one of our laws.'

The priest then asked, 'Have you ever eaten pork?'

To which the rabbi replied, 'Yes, on one occasion I did succumb to temptation and tasted a ham sandwich.'

The priest nodded in understanding and went on with his reading. A while later, the rabbi spoke up and asked the priest, 'Father, is it still a requirement of your church that you remain celibate?'

The priest replied, 'Yes, that is still very much a part of our faith.'

The rabbi then asked him, 'Father, have you ever fallen to the temptations of the flesh?'

The priest replied, 'Yes, rabbi, on one occasion I was weak and broke with my faith.'

The rabbi nodded understandingly and remained silent, thinking, for about five minutes. Finally, the rabbi said, 'Beats the hell out of a ham sandwich, doesn't it?'

LOS ANGELES VALLEY LUNCHEON

We had a smaller turnout September 18th for the lunch at *Mimi's* as some of the folks from Ventura County and the South Bay could not attend. However we had a special RUPA member attend and that was our President, Larry Wright who drove down from the San Francisco area. The others attending were: Herb Goodrich, Lou Carson, John Joyce, Karen Joyce, Bob Mosher, Mike Herriott, Don McDermott, Rex May, Tom McQueen, Mary McQueen, Richard Unander, Charles Raphael, Doug Rankin, Marcene Rankin.

After everyone was seated Don McDermott welcomed everyone and introduced Larry Wright who said he had three subjects to speak on: The United Historical Society, Widows & Orphans Benefits, & RUPA. He spoke first about the United Historical Society and some of the problems facing those who are trying to create some semblance of a Museum. Tilton seems to want nothing to do with the past, and much of the memorabilia that was at the Chicago General Offices was thrown out. The Training Center in Denver offered to expand their displays and offered a simulator bay for a storage area to store the memorabilia that had been discarded at the Chicago offices. Larry touched briefly on the 2009 convention in Denver. One of the tours that are planned is a tour of the Training Center and those interested could also have a simulator check. Larry mentioned the problem of getting new members in RUPA. He passed out a sheet with a list of retirees with addresses in our vicinity and asked us to contact them to try to get them interested in attending the RUPA luncheons.

There was talk of Continental not wanting to merge with United because the Continental employees now have a good relationship with management, whereas the United employees did not have the same relationship with their management.

One of our attendees said that if for some reason the contract with Blue Cross-Blue Shield is not renewed, participants have 6 months to apply to another company without having to take a physical and current medical conditions would not prevent you from getting insurance with the new company; and for prescriptions it is 60 days.

Rex May reminded us that the Christmas Luncheon is December 11, the 2nd Thurs of the month, and the Clipped Wings will be invited to attend. The Luncheon will be \$25. per person.

The next Valley Lunch at *Mimi's* is November 20th.

Til then, *Doug & Marcene Rankin*

MONTEREY PENINSULA RUPA LUNCH

IT WAS TIME! September 22nd was the first RUPA lunch in the Monterey Peninsula area. Eleven UAL retirees gathered at the *Golden Tee Restaurant* at Monterey Airport for a leisurely lunch. Retired pilots John (Jack) Emerson, Jim Coombes, Dave Mackie, Robert Gifford, Deryl Moses, Jerry Quitney, Milt Jines, Jon Rowbottom, Phyllis Cleveland, and Carlos Quintana and his wife Judy, a retired UAL Flight Attendant, all enjoyed the beautiful weather and views, great food, and shared camaraderie.

Next lunch is scheduled for **Monday November 3rd** at 11:30 am at the *Golden Tee*, Monterey Airport. Please RSVP (831) 622-7747 or email: one747czi@redshift.com.

Phyllis Cleveland – retired 02/2007- SFOFO

SEPT 24TH ARTICLE INDICATES "VIRTUAL MERGER" OF UAL AND CAL

United, Continental pilots ally in preparation for potential merger

Chicago Tribune staff reporter September 24, 2008 <http://tinyurl.com/4r2ype>

Unionized pilots for United Airlines and Continental Airlines, responding to the prospect of an earlier announced corporate alliance between the two carriers, said Wednesday that they have formed their own strategic alliance to protect pilot interests.

Amid weakening traffic and surging energy costs, UAL Corp.'s United sought for several months to find a merger partner, but talks with three airlines (including Continental) failed to produce a merger pact. After those efforts fizzled, United and Continental unveiled in June an alliance under which the two carriers agreed to link international networks and share technology and passenger perquisites.

The "virtual merger" is designed to let the two airlines cut costs and derive some of the other efficiencies and benefits that a merger typically generates, without the complexities that accompany formally combining two disparate work forces.

Because seniority plays such a prominent role in pilot assignments, airline mergers often spark resentment and lengthy feuds among pilots, because a combination can slow individual pilots' advancement to higher-paying positions.

Today, the pilots of both United and Continental, represented by the Air Line Pilots Association, announced establishment of an alliance designed "to protect and enhance the careers of their respective pilot groups."

The two pilot groups "want to ensure that the proposed United/Continental alliance not only is profitable for the two companies, but that the pilots of both of our airlines will be able to share the benefits this business arrangement will provide," said Captain Jay Pierce, head of the Continental pilots.

Capt. Steve Wallach, head of United's pilot group, said "the similarities between our two pilot groups far outweigh any differences that may exist." Management at United and Continental, he cautioned, should understand that the corporate alliance can't be used as a vehicle to "whipsaw our pilot groups against one another."

The alliance promises to provide "a unique opportunity for both pilot groups to create synergies during contract negotiations," the pilots for United and Continental said.

United's pilots' contract doesn't become amendable until the last day of 2009, but Continental pilots are already in contract talks for a new labor agreement to replace the contract that becomes amendable on December 31 of this year. "We want to make it clear to our respective company executives that even a 'virtual merger' such as their alliance represents will require the cooperation of the pilots from both airlines to be successful."

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LAS VEGAS HIGH ROLLERS LUNCHEONS

The September luncheon was held the other at the *Memphis BBQ*. The following people were in attendance: Dawn and M.H. "Andy" Anderson; George Atteberry; Mike Barid; Bruce Barton; Barry Dixon; Judy and Ed Fullerton; Susanna and Jerry Johnson; Shirley and Hal Morris; Dave Munyon; Nick Page; Jim Tight; Donna and Lloyd Whitlow.

The October luncheon was held the 21st of the month at the same place. If you like good BBQ come join us on the third Tuesday of the month. In attendance were: M.H. "Andy" Anderson; Bruce Barton; Nancy and Dick Boston; Barry Dixon; Bruce Fisher; Joy and Bernie Klopfer; Mary and Gene Lamski; Lyle Miller; Bonnie and Dave Munyon.

If you are ever in Las Vegas at the time of our lunches, call Jerry or myself and we'll give you directions to Memphis BBQ. *Andy Anderson*

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!!) between September 18 and October 22, 2008:

John Alden, Ray Alverson, Jim Andersen, John Baer, GM Baker, James Barnhart, Robert Bartow, David Binns, Walter Blaseck, Ted Bochniarz, Walt Bohl Sr., Neil Bretthauer, Jim Burnham, Sally Butz, Harold Campbell, Kenneth Case, James David, Frank Davis, Frank L Davis, Gary Davis, Jim Davis, Norm Deback, Eugene Ellis, Rod Farley, Stephen Fisher, "Judge" Frazier, Edward Fullerton, Martin Gallagher, Paul Graffeo, Richard Gray, Edward Greer, Louis Gust, Conrad Hamilton, Richard Hampton, David L. Hanst, Robert Helfferich, EE "Buck" Hilbert, James Hurley, Daniel Jessup, Donald R Johnson, Gerald Johnson, James Kenny, Charles Kettering, GH Kyser, Bob Lamothe, Bill Lawrence, Art Littlefield, Leo Linhard, Ken Lund, AC Malecha, Larry Mason, John Matol, Karl Mayne, JB McClure Jr., Richard McCormick, Patricia Messina, Charles Melbourne Jr., William Meyer, Orrin Moen, William Morrison, Jerry Nansel, GM Nelson, Philip Neubig, Wesley Paget, Bill Pauling, Jerry Polk, John G Powers, Gerry Pryde, Brent Revert, Jeffrey Roberts, Maury Rosenberg, Jon Rowbottom, Joe Rozic, Jimmy Rudisill, Mike Schenck, Joseph Schenke, Bob Scherman, George Schnell, Anthony Sensi, John Simmons, WJ "Smitty" Smith, MR "Red" Sorenson, Harold Storey, Bill Stovall, Donald Sutherland, Hedy Sutherland, Ernie Thomas, Stokes Tomlin, Don Trunick, Don Urquhart, Robert Vogtritter, Billy Walker, Malcolm Walker, Ray Welch, Joe Wilderberger, Robert Witherow

And I especially include those who sent their "Missing \$10"

--- THANK TO ALL!!" *BruceM*

PERKS OF REACHING 70 AND HEADING TOWARDS 80!

01. Kidnappers are not very interested in you.
02. In a hostage situation you are likely to be released first.
03. No one expects you to run--anywhere.
04. People call at 9 pm and ask, did I wake you?
05. People no longer view you as a hypochondriac.
06. There is nothing left to learn the hard way.
07. Things you buy now won't wear out..
08. You may eat dinner at 4 p.m.
09. You can live without sex but not your glasses.
10. You get into heated arguments about pension plans.
11. You no longer think of speed limits as a challenge.
12. You quit trying to hold your stomach in no matter who walks into the room.
13. You sing along with elevator music.
14. Your eyes won't get much worse.
15. Your investment in health insurance is finally beginning to pay off.
16. Your joints are more accurate meteorologists than the national weather service.
17. Your secrets are safe with your friends because they can't remember them either.
18. Your supply of brain cells is finally down to manageable size.

DEN "GOOD OL' BOYS" RUPA LUNCHEON

The October Mtg of DEN Good ol' Boys occurred on a brisk early fall day and the turnout seemed to suffer. Perhaps 'snow birds' have headed toward warmer climes. At any event, the convocation occurred and a good time was had by most. The dinner bell sounded somewhere near noon and the tables were filled and refilled as necessary. None departed hungry.

As has almost become routine, George Benkendorf started the boring business meeting with a good joke that seemed to go over well. Unfortunately now that the snow has been flying in the high country, George will be heading for the skiing and probably miss several months. We'll probably muddle through, but he'll be missed.

There were questions about adjustments in the PBGC retirement amounts for those of us who haven't received "Final Determination" letters. Sadly to report there doesn't seem to be anything to report on that score.

There were no new reports of illness or final flights west, so the meeting promptly devolved into socializing and finally adjourned at a convenient hour.

Those in attendance included: Mack Connelley, Tom Hess, Al Dorsey, George Benkendorf, Casey Walker, Maury Mahoney, Dick Shipman, Ed Cutler, Bill Fife, Bob Dietrich, Barry Edwards, Fritz Meyer, Bill Bates, Mike Williams, Al Snook, Dave Johnson, John Thielen, Ed Riehl, Hugh Moore, Duane Searle, Dick Brinkworth, David Horwitz, Charles Fellows, Jim Reid, Cliff Lawson, A.J. Hartzler, Russ Ward, Stanley Boehm, and the scribe and coordinator,

Ted Wilkinson.

PHOENIX ROADRUNNERS RUPA LUNCHEON

The Phoenix Roadrunners resumed a fast get together luncheon on Wed. Oct. 8th at the *Horney Toad* Restaurant in Cave Creek. Due to short notice a lot of our group had made other plans. Even Ken Killmon, so I didn't have my buddy to take over for me. But we did have a young retiree drive down from Prescott to join our group (Harry Osborne). Hope to see more of young people. I want to also make it clear we had to change our day from Friday to Wed. so the *Horney Toad* could give us a better room. Please change your calendar's until our new RUPA Calendar comes out.

Those present Frenchy Bourgeois, Mike Carlin, Cory Liston, Jim & Sue Mennella, Harry Osborne, Charlie Schwob, Roy Scroggs. Bob Goodman was a guest of Charlie Schwob, Our next luncheon will be on Nov. 12th at the *Horney Toad* in Cave Creek. Ken Killmon will be sending out reminders.

Millie is under Hospice of the Valley care and has been since Dec. 07. Mayo gave her 6 mos. & she is now in her 10th month. We celebrated our 60th wedding Anniversary early in April due to Millie's health and then celebrated it again on the real one. Next came our first great grandson in July. Millie is on pain patches full time now. Millie has told us, God Is Not Finished with me yet, and sends love to all of you.

Frenchy & Millie Bourgeois

RENO'S "BIGGEST LITTLE GROUP"

A good turn out at our regular eating establishment although some were missing due to a beautiful Indian Summer Day. Probably playing golf. We have been meeting at the *Macaroni Grill* on South Virginia in Reno for the past several years. It's the 3rd Wednesday of each month at 1300 hours.

If you haven't joined us, and would like to, have Lyle U'Ren put you on his list. His e-mail address is Captlylej@aol.com

Cocktails thanks to Gary Dyer, One liners by Ken Miller, Reno history from Gordy Cupples and Tom Diehl and the rest of the BS from Dean Shuff, Jim Whiteley, Jim Nugent, Swede Ohlson and Rick Schwarze.

INVESTMENT PLANS COMPARED...

If you had purchased \$1000.00 of Nortel stock one year ago, it would now be worth \$49.00.

With Enron, you would have \$16.50 left of the original \$1000.

With WorldCom, you would have less than \$5.00 left.

If you had purchased \$1000.00 of Delta Airlines stock you would have \$49.00 left.

If you had purchased United Airlines, you would have almost nothing left.

But, if you had purchased \$1000.00 worth of beer one year ago, drank all the beer, then turned in the cans for recycling, you would have \$214.

Based on the above, the best current investment advice is to drink heavily and recycle.

This is called the 401-Keg Plan.*

BEAR ON THE ROOF

A man wakes up one morning in Alaska to find a bear on his roof. So he looks in the yellow pages and sure enough, there's an ad for "Bear Removers."

He calls the number, and the bear remover says he'll be over in 30 minutes.

The bear remover arrives, and gets out of his van. He's got a ladder, a baseball bat, a shotgun and a mean old pit bull.

What are you going to do," the homeowner asks?

I'm going to put this ladder up against the roof, then I'm going to go up there and knock the bear off the roof with this baseball bat. When the bear falls off, the pit bull is trained to grab his testicles and not let go. The bear will then be subdued enough for me to put him in the cage in the back of the van."

He hands the shotgun to the homeowner.

What's the shotgun for?" asks the homeowner.

If the bear knocks me off the roof, shoot the dog."

LETTERS

JOHN & BARBARA ALDEN—New Smyrna Beach, FL

Thank you all; we really appreciate how you keep us in the loop, and feeling good, being part of such a unique group. What a history. All is well. Extra check for the fund.

John and Barbara Alden, sunris8400@aol.com

RAY ALVERSON—Olympia, WA

RUPA's: Damned fine job on the newsletter—the P-38 was very enjoyable, as OCM was a P-38 base during WWII. A treat for all of us local kids. Also the article last month on the “Former UAL” was excellent.----- Great job! *Ray*

JAMES C. ANDERSEN—Highlands Ranch, CO

Hi Bruce; Thanks for all the work you must do for RUPA, and for all the help in getting my address change, and sending my *RUPANEWS* by hand.

Jim

GEORGE ATTEBERRY—Henderson, NV

Another year, another job, another retirement. After 32 years with UAL, I should take the hint, and let it go. Trying to make a failing Airline solvent, is more than most young men can do. I have had fun trying, with visits by our team to Shanghai, Zurich, Dubai, and Moscow financial markets, however have decided now to take a cruise. The old Prostate cancer is in the fourth year of remission, and my next visit to the VA will be to get a new rotator cuff/shoulder scrape.

I don't worry about the stock market, because I have only real estate. We all know that market is flourishing? I now have a half sized portfolio to carry around.

My nine children are not in prison or on drugs, the 14 grand children are achieving far above my expectations, and the great grand children don't even care.

See you in the Galapagos, Machu Pichu, or Vietnam. (Always wanted to go back)

George

LAWRENCE D. BLACK—Seymour, TN

It's been two years. How time flies! Check on the way by snail mail.

Larry

THADDEUS BOCHNIARZ—Westchester, IL

Time slips by quicker than a blink. Dolores and I will have been married 55 years in December and are finished with having grandkids. We're now working on great grandkids. Had our first granddaughter three months ago. Needless to say, Elizabeth Anne is the apple of our eye.

By the way, our address is 11165 Regency Drive, 60154. As treasurer of the Foundation, I'd like to be sure it's correct. Thanks.

Dolores and Ted Bochniarz.

WALT BOHL—Fountain Valley, CA

Hello All, Fourteen years of retirement that still is being enjoyed by both of us. Our airline trips this last year included a seven day Hong Kong adventure. This was our first HKG trip since retirement. The new, to us, airport terminal and train to Kowloon or Hong Kong Island were easy to navigate as long as you observed the many directional signs. For about US\$13, the modern train system takes you to a train terminal where you catch a free mini bus that drops you off at your hotel front door. Sadly, the LAX-HKG flight has been canceled with the grounding of 6 B-747-400s and 94 B-737-300/500s. We did not make our trip to New Zealand's South Island this past year. Hope to do that trip next year.

Son Howard has received his surplus letter as a UAL LAX B-747-400 captain and has bumped to 400 captain in SFO. Grandson Howard, Jr. is in his third year as a United Express captain and is based in Palm Springs.

Thanks to all that put out the RUPA Newsletter. By snail mail is a check for \$35.00 postage plus some to help the kitty. Early for the seventh year in a row. *Walt* 55-94

NEIL BRETTHAUER—Marco Island, FL

It seems that time moves along faster and faster each year. Vicki and I are still splitting time between Florida and Illinois. We are in the South about seven months and up North the rest of the year. Our health remains excellent, but age does bring a few aches and pains that we don't remember from younger days.

We're still boating on Lake Michigan, although the price of diesel is turning the boat into more and more of a harbor queen. We did enjoy a brief cruise up the west shore of the lake for a week in July.

In May, we enjoyed our second trip to Spain, a place we have learned to love. Previously we had visited southern Spain and Madrid and environs. This year we started in Barcelona, then visited Zaragoza, Pamplona, Bilbao, and San Sebastian. We finished up with a week in Madrid and a day in Toledo. The people are terrific, the food outstanding, and the wine superb!

Oldest son Eric (the -400 management/training guy at UPS) and family were transferred to Anchorage this summer for a three to five year hitch. UPS decided to domicile the fleet and its training up there due to the nature of the airplane's mission in their route system. Eric and Hollie love their new environs, but it does make it difficult to see the Grandson very often. And, they have just informed us to expect grandbaby number two next April. The other good news is that, per UPS policy, once he returns to Louisville, he'll be able to finish his career there.

Son Steve continues in Indianapolis in his IT job and staying busy with his work with his church.

I attended the 50th year reunion of my high school class in Northwest Ohio in early October. We were a small country high school with only 34 in our class. Six are deceased, and of the remainder, 20 were able to attend the weekend festivities. How can I be so young and all those others so.....so geriatric!?

My thanks go again to all who make RUPA and the *RUPANEWS* a reality. The check really is in the mail. *Neil*

MALCOLM BROWN—San Diego, CA

Thanks so much for your wonderful magazine. It is enjoyed by the both of us.

Mal and Miriam Brown

HAL CAMPBELL—Weaverville, NC

Not much to report. We did all our traveling last year on an Alaskan Cruise and a trip to the Civil War Battlefield at Gettysburg. Our only trips this year have been to see our g'kids in ATL, 6 in all!

Pat had 2 foot surgeries last year for hammertoe and complications followed by 6 months of physical therapy twice a week. That rather limited us.

I was elected to the board again of our Home Owner's Association. That and continuing to be Treasurer have occupied some of my time. My "conditions" haven't gotten any worse, but I still am not able to play golf; for six years now. Guess that is finished.

We're not complaining. Many of our friends and acquaintances have more serious problems including dying! It comes with the territory. We're happy we're still able to do most things we want. Cheers, *Hal* ORD '66-'93

GERALD A COSS—Rico Rico, AZ

Many thanks to the group that keeps RUPA and *RUPANEWS* going. I'm not much for writing, but do appreciate reading the news from others.

Last October, we sold our home near the old Cherry Creek Inn and moved to the mountains, rented a nice home while planning to build along Coal Creek Canyon and enjoy the sights of the Continental Divide. Between the snow, the cold and the high altitude (8840 ft), we said "enough is enough," put our gorgeous acreage on this terrible market and have bought a home under construction in the very southern end of Arizona. Now that's a definite change! Although we are up on a small mountain at 3800 ft, I should be breathing much easier.

As of September 1st, our new address will be 584 Cielo Lane, Rio Rico, AZ 85648.

About an hour south of Tucson. Some of you certainly winter in Green Valley or somewhere close enough to visit hopefully and do hope that the *RUPANEWS* will follow in due time.

Both Jacqueline and I are in good health thankfully, as we'll need to work out the old age kinks to eventually put in the needed courtyard and landscaping around a new home.

A year ago, Jacqueline (who "does" like to write) helped older brother Wes Coss an ex-Continental Captain, finish his book covering his exploits of flying his B-17 "Stardust" and going down behind enemy lines during WWII. That's now in its second publication, and we are now flying around in the 172 I've had for the last 35 years; putting the book in a few museums and bookstores as he speaks to various clubs promoting the book. It's been a fun project as well as a chance to get closer to my brother. *Gerald*

LOU & PEGGY DAHARB—Longmont, CO

I have been retired twelve years. We both have been blessed with good health and enjoy traveling, visiting family, friends and those Dixieland Jazz festivals. Our church family continues to grow, Peggy and I are involved with our adult Sunday School class. We have been with eight couples in an evening Bible Study for over twenty-five years, what a blessing and great support group.

We have had an exciting year as we celebrated our 50th wedding anniversary with a trip to Mexico with our three sons and their families. We also had a wonderful reception at our local church to celebrate with our local friends. We were fortunate to be able to make several trips on UAL.

Thanks to all who work to put the *RUPANEWS* together and get it out to the troops.

Our best to all, *Lou*

JIM DAVIS—Cupertino, CA

Enclosed is a check for my annual dues plus some extra for keeping the *RUPANEWS* afloat. (Not for CEO's salaries)

Thanks for your service to your fellow pilots. This is truly a time when we all need to pull together as Americans.

Sincerely, *Jim Davis*

NORMAN J DE BACK—Novato, CA

Dear RUPA

Birthday time again / 77. All is well with Pat and me, our 3 children and 6 grandchildren. We are fortunate that they all live in California giving us many opportunities to visit. Several months ago on the cover of *RUPANEWS* there was a picture of an SR - 71, a USAF strategic reconnaissance aircraft capable of flying faster than mach 3 at altitudes over 80,000 feet. We had a United Airlines pilot onboard that flew the SR - 71 that I thought you should know about. During the 1999 - 2000 time frame, I was based at Hickam AFB, HI assigned to PACAF Headquarters as an MA (mobilization assignee) to the PACAF Commander, General Tony McPeak. Colonel Al Cirino was the Vice Commander, 3rd Air Division (SAC) at Hickam. After attending a lot of staff meetings, we became good friends and played lots of golf together. We still do. Al became interested in my civilian job as a DC-10 captain with UAL. Al flew for 26 years in the Air Force working as a SR - 71 Squadron Commander at Beale AFB, CA flying the SR - 71 for over 1,000 hours, (many, many trips across Russia during the cold war). He was Director of Operations, 319th Bomb Wing, Grand Forks AFB, ND and 7th Bomb Wing, Carswell AFB, TX logging over 1,300 hours as a B-52 aircraft commander with 114 combat missions over Vietnam. Al flew the OV-10 as a Forward Air controller with the 19th Tactical Air Support Squadron, Bien Hoa AB, Vietnam, flying 353 combat sorties, logging 856 hours. Al also flew the F-4D with the 417th Tactical Fighter Squadron, Mt. Home AFB, ID / Ramstein AB, Germany. While at Hickam, Al flew the KC-135A/Q. The Q stands for the tanker being used to refuel SR - 71's with a special type fuel. Al also was a Reconnaissance Staff Officer, working with the Joint Chiefs of Staff, The Pentagon, Washington D.C. Yes, I believe Al was qualified to become a UAL pilot. Nancy Stuke, Manager of Flight Officer Employment and Bill Traub, Vice President - Flight Standards and Training were very happy to hire Al as a pilot in February 1991. Al retired as an Airbus 320 captain in 2003. If you had the good fortune to fly with Al, you were flying with a real American hero. I wanted more pilots to know of Al's contribution to America. We communicate regularly by phone and e-mail. Al is still flying for a company called Net Jet.

Norm

CHOLESTEROL MEDICATION EXPERIENCE

I recently learned that a friend of over 60 years is experiencing similar problems causing him to give up cycling. In discussing this medication with a fellow Ruparian, he encouraged me to submit this experience.

Some time within months of my 1995 by-pass surgery, I was prescribed Toprol to help control my blood pressure and Zocor (Simvastatin) to lower my very high cholesterol. Not long thereafter, I acquired a very sore lower left neck, which was so painful to the touch that I couldn't stand to have it massaged. In 1997, upon consulting a doctor in Fort Myers, he ordered an MRI, and referred me to a specialist. The MRI showed several degenerating disks, herniation of others, and a pinched spinal cord. At my age, 87, he didn't recommend the surgery--or, anything else. He said such would have to entail two surgeries, one from the throat area and one from the back. In the meantime, my shoulders started causing much discomfort, and my right arm from the elbow down had a confusing mixture of symptoms including frequent shooting pains out my thumb and middle finger, and, severe tingling in the fingers of that hand. I couldn't hold a newspaper in that hand for five seconds, use that hand to hold my lightweight shaver, could not walk carrying any object--no matter how--light in that hand, could not grip the handlebar of my bike, nor could I use that hand in steering a car--and, at times couldn't hold my eating utensils. Worst of all, I had to give up fishing as I could not manipulate my fly rod. Can this really be the aging process? Finally, in 2000, my Boulder physician ordered another MRI, and an appointment with another specialist. The diagnosis was identical to the earlier one. This specialist did at least make a recommendation--"Watch your step crossing streets, and avoid a fall from your bike, as a jolt could sever the spinal cord". Oh, Great! At my request he did prescribe a neck brace for use as I felt necessary. So, for the next seven years I wore the neck brace at night, and it eased the neck pain considerably. I also wore an eight inch wrist brace which did a fair job of easing the tingling in my hand.

Fast forward to 2007. The lab test (in addition to the alarm discussed in my letter) showed that my cholesterol, which had been brought down greatly by Zocor, was starting to rise again. So, doctor prescribed a supplemental drug--Zetia. I misunderstood his intention thinking the new drug was to be taken in place of, so upon filling my Zetia prescription, discontinued the Zocor. **Another miracle**--within a week I no longer had any of the old symptoms. A year and a month have passed since stopping Zocor, and none of those symptoms have returned. Needless to say, this has both my physical and mental outlook tremendously! While I haven't been back to the fishing stream yet, I sure plan to do so next summer if I can find time between naps.

When I finally got in to see the cardiologist in October '07, his lab test showed my cholesterol to be a bit higher, and since I refused to return to Zocor, he put me on Crestor. Now, a year later, my lab report shows improvement across the board (he also had me drop the Zetia a month before the latest lab tests, so as late news reports have claimed, Zetia probably has no discernable beneficial properties--at least in my case). *Edgar Rielt*

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.

RICH DEVRIES—Forreston, IL

We still live on the farm digging lakes and changing the landscape. October 27th of 1998 was my last United 777 landing. Just a few days later we were in our motor home headed South for our new life of volunteering. My boss is a Jewish carpenter, I don't get vacation, the pay is terrible, but the rewards are out of this world. I like to volunteer where the biggest toys are, like excavators and off road trucks, bull dozers, earth movers, backhoes and graders. I've even had a turn at steering a barge up the Sepik river and landing on some primitive runways in Papua New Guinea. We've ridden our dirt bikes through as many as 7 rivers to get to our daughter's mountain house in a tribal village in Northwest Thailand. We've been to Thailand more than 20 times and to 13 other Countries to be involved in mission work. It looks like our overseas travel is over, since after 17 Years in Thailand our daughter and family moved to Virginia. Now we see them on the way to and from Florida. Our Son and family are still in Korea, but the Grandchildren visit us for a month each summer, so we seem to go only where the motor home will go. In fact, we just got back from Galveston, TX to cleanup after hurricane Ike. While I was there, dragging some wet carpet and bedding out a house that had a foot of water in it a week earlier, and was still without electricity, I was thinking: All those retired airline Captains sitting around golf clubhouses don't really understand the finer points of retirement. Next week I'll be distributing Gideon Bibles in Chicago and Suburbs. In a month or so, we'll be living in our motor home, at New Tribes Mission in Sanford, Florida digging a retention pond and building an all purpose room. I was diagnosed with Parkinson's disease in the summer of 1999 and have lost some of the fine motor skills on the left side of my body which put a stop to my running. So I installed an endless pool attached to the house so I have no excuse not to exercise when I'm at home. I try to get 20 minutes or more of swimming a day. If you can find us home, stop in and see us. Contact us at RichDeVries@aol.com or Cell 815-238-4494

Rich and Evelyn DeVries

ROBERT DORSEY—Milton, FL

Denis, Thanks for taking on the editors job at RUPA. Good job!

We are just wrapping up another summer on the lake in Maine. Great time fishing and boating with family coming and going numerous times. We closed our Florida home at the end of May and evacuated north to our Maine retreat, escaping the heat and hurricanes and will head back south at the end of October.

We took UAL to Hong Kong in March and they treated us very nice with first class seats on the 400 in both directions. Our domestic trips this year were on assorted carriers with purchased tickets due to reduced frequency and very full airplanes when traveling standby on any of the Express carriers.

Sad to hear of the passing of good friend and former navy squadron mate and UAL Captain, Jim Lovejoy. Too many of the good guys fly west way too early.

Many thanks to all who put together the RUPA magazine although, as a FOPA (former PanAm), I do not know too many of the Mainliners but still enjoy reading of every ones retirement activities. Check's in the mail.

Bob Dorsey JFK-IAD

BARRY EDWARD—Sedalia, CO

Well, here it is, fifteen years since the ground came up and smote me on my final landing at LAX. There was no blood coming from under the wings, but one cheeky bastard remarked as he deplaned that he had seen better landings where everybody had been killed. Oh, the slings and arrows!

At any rate, during the past fifteen years I have read the newsletter from cover to cover and I have noticed a trend. Everyone brags about their Ferraris planes, yachts, travels, but no one talks about sex. So, let me be the first. My wife and I go out every Friday to a local pub to meet with friends and have a few drinks. Last Friday we decided to add a little spice to our lives. We went, by ourselves, to a new bar. Marianne went in first, sat at one end of the bar and ordered a drink. I came in later and sat at the other end of the bar and ordered a drink. There

were three non descript men sitting between us. After a while I asked the bartender to buy a drink for the pretty lady sitting at the other end of the bar. I bought a couple more drinks for the lady and she sent me a note stating "this was fun." I then got up and walked over to Marianne and suggested we go home. She agreed and asked for some money to pay for her first drink. I took out my wallet and gave her a hundred dollar bill. It was at this point that one of the three gentlemen came over and introduced himself as detective Johnston of the vice squad and arrested my wife for soliciting. You don't think this didn't add spice to our lives? Do not try this at home!

Keep stuffing, *Barry*

BOB ENGL—Queenstown, MD

10 years have slipped by since I set the brake on the DC10 in ORD. My dad always told me that the older we get the faster time passes and he was right on. Like a roll of toilet paper, the closer to the end the faster it unrolls.

Still live on the beautiful WYE river but spend a few months in Florida. Health is good and still flying corporate but have upgraded to a Hawker SP. Flying 200 to 400 hours a year and dealing with the wonderful people have kept a spring in my step. The LORD has been especially good to me and my family.

Every once in awhile I run into someone from UAL or Jeff flies with people that I knew and memories flood back of the great years I had with a then great airline. Can't go back but realize that, from my prospective, I had the "gravy" years. But I have to tell you, corporate life would be just as good if only we had flight attendants.

GOD BLESS all of you and a special thanks to you folks that keep me up on what you are all doing. Check sent by snail mail.

Bob bobengl@me.com

ROD FARLEY—Longview, WA

Another year and all is well here in the great North West. We leave tomorrow for our snowbird getaway to Tucson. We love the NW, but don't care for the winters.

Jan and I continue to enjoy good health and much happiness. We look forward to our drive to Tucson as it gives us an opportunity to visit with our kids and grand-kids in northern California. Other than our winter getaway we don't do much traveling-I try to avoid the airlines as much as possible.

I haven't done much flying lately, I took the wings off of my 1940 Taylorcraft and brought the entire aircraft home so that I can start recovering it in the spring. Next year marks fifty years since I first soloed in the Navy and I hope to have the airplane done in time for an anniversary flight around the state of Washington. A far cry from the jet I first soloed in, but it is a lot cheaper to operate. Thanks to all the RUPA folks for a great newsletter.

Rod Farley 1964-2000 rodnjan@comcast.net

MEL FINZER—Naperville, IL

Sorry I am late, I do enjoy reading about what some are up to. So, thanks to everyone for the hard work in getting the *RUPANEWS* out to us.

Sincerely, *Mel*

JUDGE FRAZIER—Lamoille, NV

Greetings all. It's now a dozen years since I last closed my flight bag and bid farewell to what was once the greatest thing to do and get paid for doing it. How times change. Our Retirement Home for good old dogs keeps us busy so Barb has little time for traveling. Caring for fourteen dogs is a full time job particularly with the ones that need extra care. Still, we love these wonderful creatures and cherish the love they give us in return. I managed a trip to Maine this summer with my brother and his wife. Had a great tour through the Bath Iron Works where the Aegis destroyers (Arleigh Burke Class) are built. My travels are monthly trips to the Salt Lake City Shriners Hospital for Children where I still serve as a Board of Governors member and other Masonic related activity. No big game tags drawn again this year, as usual, so I've been relegated to learning Trap shooting. For some reason I can't do better than 24 yet. Haven't tried Skeet or Sporting Clays yet but I was humiliated the first time I shot 5 Stand. Many thanks to all of you who do so much for RUPA and keep *RUPANEWS* the great journal it is.

Judge

NEW TREATMENT FOR PROSTATE DISEASE

Robert Jay Rowen, M.D.

Did you know that over 90% of men who reach the age of 70 will have some sort of prostate disease? This can include prostatitis, enlargement, or cancer. And all of them are serious problems.

Prostatitis, inflammation of the gland, affects 50% of men sometime in their life. It's extremely common in men of all ages.

BPH (benign prostatic hypertrophy) is non-malignant enlargement of the gland. By age 60, it affects more than half of all men. By 70, it affects 90%.

Prostate cancer is the most common non-skin cancer among men in the U.S. There were 218,890 reported new cases in 2007 alone. Over 27,000 men reportedly die each year of the disease. One in six men will get it. New cases are rising very rapidly.

But what if I told you there's now an amazing new treatment that can dramatically reduce the symptoms of all of these diseases? And what if I told you that it can even cure some cases of prostate cancer? Well, there is such a treatment. No, it's not a pill. Nor is it a Big Pharma drug, surgery, or high-tech device. In fact, you can do this breakthrough treatment of the decade in the comfort of your own home. What may really surprise you, though, is that this treatment is identical to one you would use to prevent heart attacks. The treatment is the old favorite, chelation therapy. The powerful heavy metal detoxifier that works wonders for your heart also treats prostate disease.

How can chelation help your prostate? There's a growing body of evidence that biofilms of calcium accumulate in the prostate. These deposits can provide a nesting place for infection and inflammation, just like calcium deposits elsewhere. There also is good evidence that calcifications occur in tandem with toxic heavy metals deposition. Calcium belongs in your bones and teeth, not your soft tissues. We know that soft tissue disease, including prostate disease, is associated with increased calcium. Your prostate in particular is mineral sensitive. It needs zinc. But zinc is easily displaced by the toxic minerals cadmium and lead. Lead is associated with calcification in your arteries and brain. Furthermore, heavy metals can play a role in cancer as well.

So it makes logical sense that if you could reduce calcium and heavy metals in your prostate, you could reverse or prevent prostate disease. And that's exactly what chelation therapy does — it removes heavy metals. The significant accumulation of EDTA in your prostate could help it eliminate minerals that destroy the organ's function. EDTA grabs and removes both lead and cadmium. Getting rid of the heavy metals will allow your prostate to heal itself.

There's one problem, though. EDTA is notorious for poor absorption. It nets only 2-5% absorption at best. For many illnesses, this is adequate. But for the prostate, it doesn't do much. Intravenous EDTA is the gold standard. Obviously, 100% of it is absorbed. But it's expensive, requires a trip to the doctor's office, and you have to stick a needle in your arm. That leaves one more delivery system — a suppository. Chelation by suppository? I know it doesn't sound like the most pleasant treatment. But it's not as bad as it sounds. In fact, it doesn't hurt at all. Most people get used to it very quickly. And it works!

At a recent conference, I met with Rita Ellithorpe, MD. She has been using EDTA suppositories as her main-stay of chelation therapy for over 10 years. She's treated thousands of patients. While visiting with Dr. Ellithorpe, she handed me an article she wrote about a study she conducted. I saw that it was on prostate problems, and provided absolute proof as to the absorption of EDTA from suppositories. This was the proof for which I had been looking for four years.

Dr. Ellithorpe's team took 31 men, ages 41-73 (mean age 61). Twenty-four had evidence of mild to severe BPH/prostatitis. Seventeen had prostate cancer. Ultrasound evaluation confirmed 30 calcifications in the group. The researchers graded the men on symptoms by an internationally accepted scoring system. Let's look at how they fared. For symptoms of prostatitis: pain intensity dropped from 5.0 to 2.85; and urinary symptoms dropped by about one-third (from 3.4 to 2.6). Problems in quality of life dropped by about 25%. And it reduced total symptoms by about a third.

The results for benign prostatic hypertrophy were amazing. Dr. Ellithorpe based her scoring on the International Prostate Symptom Score table. Here are the results: Incomplete emptying of the bladder fell from 1.7 to 0.9. Frequency fell from 3.5 to 2.8. Intermittency fell from 1.6 to 1.0. Urgency from 2.2 to 0.9. Weak stream dropped from 2.25 to 1.25. Straining from 0.7 to 0.5. Nocturia from 1.8 to 1.6. Quality of life improved 23%. Total mean score from 12 to 7.1. Five of these eight scores were statistically significant. Seven out of 15 men had improvement in erectile function, though this was not statistically significant.

So why does chelation therapy for prostate work so well? To discover that, Dr. Ellithorpe did animal studies on rats. Her team administered radioactive labeled EDTA both by rectal suppository and by IV. Rita's group determined overall absorption by the rectal route was 36.3%.

Obviously, the suppository doesn't get absorbed as well as the IV. But it does have one huge advantage. The rectal absorption was slower. As a result, EDTA was present in the rats' blood long after the EDTA by IV administration was gone. Therapeutic levels were still present eight hours later. IV EDTA was gone from the blood just two hours after the therapy.

The prolonged presence could allow for greater tissue penetration. And, in fact, Dr. Ellithorpe proved it. They found EDTA concentrations in the prostate of the animals four times greater than with the IV route. That's what impressed me so much. Rectal chelation is a great way to direct EDTA next door to your prostate. The data shows it works, and that clinical benefits follow. Dr. Rita Ellithorpe and her colleagues have made a wonderful contribution to medicine. The 36% absorption of rectal EDTA blows away the 2-5% absorption of oral EDTA. And it stays in the blood longer than the IV. So it is possibly the absolute best way to get chelation, especially for the prostate — but also for the entire body.

Now, let's look at the cost. IV chelation at maximum dose averages over \$125 from my informal surveys. The rectal EDTA comes in the product Detoxamin. The maximum dose of EDTA given via IV is about 3,000 mg. Since Detoxamin is 36% absorbed, you would need about 9,000 mg (12 suppositories of 750 mg) to get an equivalent home treatment. The price of the non prescription form of Detoxamin for this amount would be only \$95. And it would save you the time and cost of travel to your doctor.

Part of Dr. Ellithorpe's protocol included the antibiotic tetracycline (500 mg taken orally at night), which she gave at the same time as the suppository. Many doctors believe that there is a tiny bacteria called nanobacter that participates in calcifications. The tetracycline kills this bacteria. You can't get it without a doctor's prescription. Even if your doctor won't consider providing it for you, Dr. Ellithorpe strongly believes that the Detoxamin preparation is key to the improvement. The 1,000 mg suppositories are sufficient for up to 160 pounds. If you are much heavier, or simply want a higher dose suppository, you'll have to consult with a doctor who is a distributor for the company. That, though, will add significantly to your cost.

More info at the website <http://detoxamin.com/>.

PETE FRIEDMAN—Edgewater, Md/Sandy, Utah,

Still out there and pumpin. We're keeping busy with a couple of rental properties and my wife's insurance business. I feel awful lucky at the moment. There are a lot of our bros struggling out there.

I have been doing some FAA safety work on the gratis. There is no money left in the system for general aviation safety, and it shows. They depend on volunteers and designees for almost everything.

This year, I decided to go back to ski teaching at Alta in Utah. Hope to have a fun winter and stay active. Life as a "flatlander" is boring in the winter. e-mail if your in the area.
pfflyerB777@aol.com

Good health to all, *Peter*

DICK GRAY—Hamilton, Ohio

We have had a busy year moving from Savannah to DC to help with the grandkids while our daughter was deployed for a year. When her year was up-helped her move to Ft. Leavenworth then we continued to California to spend some time with our other daughter who lives out there. Finally settled here in Ohio for I don't know how long- I feel we have gypsy blood. Dick has Early onset Alzheimers disease since he was 55 and really enjoys reading the RUPA letters. Don't know if he remembers anyone by name but sometimes some of the names do click memories for him. He has trouble talking and writing anymore but he does pick up the *RUPANEWS* and the newspaper to read. God bless all of you for keeping this publication going... *Wanda Gray*

NORA HALEY—San Jose, CA

Hi Bruce; Thank you for sending the additional copies so quickly –we are all glad to have a copy; it means a lot. (re. *Bernie Haley's Obit*)

Enclosed is the promised check. It is for: \$35 annual dues, \$10 for the additional copies, and \$250 payment of "back" annual dues. My dad so enjoyed the newsletter and my mom continues to do so. Thank you, *Nora Haley*

The \$250 has been sent as a contribution to the UA Retired Pilots Foundation. Editor

JAMES HALL—Thousand Oaks, CA

Sorry this is late. We finally took a 3-week vacation to Greece & Egypt. Space available on UAL was very tight, but we made it, and enjoyed the vacation very much. *Jim*

CONRAD HAMILTON—Gulf Breeze, FL

Enclosed is my check for \$50. I appreciate the RUPA newsletter and all who make it possible. Get to keep up with some of those wonderful people I was privileged to have flown with over the 36 years at United.

I live in Gulf Breeze, FL, and mostly spend my time being involved with all the activities of my 13 year old daughter. I wear a chauffeur's hat a lot.

Thanks again, *Conrad Hamilton*

RICHARD HAMPTON—Port Ludlow, WA

Traveled by our boat to Canada and Alaska this June and July. It was an adventure; in 60 days, we had 5 days of sun. Everybody said it was the worst summer, ever. Rain, wind, and, of course, waves. A lot of times we anchored but each day we traveled 6 to 8 hours watching out for logs. We got as far as Glacier Bay, which was beautiful, then started home. An adventure to say the least.

Richard Hampton

DAVE HANST—Huntington Beach, CA

On the 26th of last month (September) I reached the age of 90, 30 years since I last piloted a UAL plane. I still feel fine, am in reasonably good health, have had a few repairs along the way, left knee replacement, cataract operations on both eyes, replaced with focusing lenses, no glasses. Eight years ago I had a 5 way heart bypass operation, no problem since then, go to my cardiologist 4 times a year, he says I am good for 100. The way this country is going I don't believe I am interested.

My son Dave, a Captain for American, is flying the 777 Los Angeles to Tokyo. Sitting up at 40,000 feet in air conditioned comfort above the weather. Makes me think back about a schedule I flew out of Washington, DC in DC3s in the late '40s. The

route was known as "Tobacco Road", it went through tobacco growing states in the south. From Washington to Memphis we made 13 stops, hardly ever flew much above 5 or 6 thousand feet. On hot summer days we flew with the cockpit windows open. In the cabin half of the passengers were air sick. Landing in Memphis we would spend the night at the Peabody Hotel, a great old southern hotel. The next morning we would head back to Washington, 13 more take-offs and landings. The pilots on that route really became proficient in landings, many of the fields had short runways so all of our landings in the DC3 were three point.

Back in those days the airlines were small enough that you knew most of the employees by their first name. The airline Presidents were men like Pat Patterson, C. R. Smith, Slim Carmichael, C. B. Munro. They looked after their employees, saw that they had decent working conditions, and were paid a reasonable salary. Today the employees are just numbers in a computer, the airlines are managed by bookkeepers and lawyers who are only interested in making a profit for themselves and the stockholders. *Dave* dhanst@socal.rr.com

R.S. HELFERRICH – Bristol, WI

Bruce—Thanks for all the hard work. Just hope I can keep writing the checks for many years to come. Sincerely, *Bob Helferrich*

JIM HUFF—Maunaloa, HI & Vancouver, WA

Denis: This letter is for the Newsletter, thanks.

Another fortunately non-eventful year gone by. Recognize fewer names each year, so guess that means I'm finally getting more senior!! Did get a kick out of Jerry Quitney's anniversary letter. He was talking about the moderate snowstorm on June 9-10th at Ennis, Mt. I just so happened to also be in Ennis the night of the 9th, then on up to Yellowstone Holiday Resort at Hebgen Lake for my annual week's fishing for those "delicious" Rainbow trout! My water hose to the 5th wheel rig froze up the night of the 10th, but for the next few nights I left just a trickle of flow and had no problems in the mornings. Fishing was great (as it has been for us there since the late 50's.)

Still spending the winters in paradise on the island of Molokai, the least "visited" of all the Hawaiian islands (that's the main reason we chose Molokai). There are 3 other retired UAL people that also spend the winters there. The rest of the year we are still here in Vancouver, Wa. (NOT B.C.!)

The major medical problems for the family last year at this time are all solved..thanks to prayers and good doctors! Those were for the wife, Vera, and our only granddaughter Virginia Lee.

The checks "in the mail" .always glad to read the news about fellow pilots I knew. "Mahalo", as usual, to the dedicated folders & stuffers!!

Jim Huff, "55-89",MDW-DEN-SFO-EWR-SFO-SEA-LAX-SEA

mail (mainland) jimmiehuff@comcast.net,
(Hawaii) jlhuff@wave.hicv.net)

RON HUFFMAN—Enumclaw, WA

Dear RUPA members, I (Barbara) will jot off a quick note for Ron. We are doing well and traveling a bit - always to Ohio and Hawaii yearly. Ron's 70th birthday is this year. He was retired from UAL at age 46 in 1985 following a devastating stroke. He drives, goes to Starbuck's daily and walks a lot. We have 10 grandchildren and enjoy their various activities.

We both appreciate the work put into this publication and like to hear about other retirees. The articles are of interest, too.

The salmon are beginning to migrate up the creek in our backyard and fall is in the air (as is the rain). Thanks to all you volunteers.

Ron and Barbara Huffman

GEORGE W. JOHNSON—Seattle, WA

Hi All; Very un-eventfull year for Veronica and I. Still working part-time and keeping up with the gardening keeps us out of the bars!!! Check is in the mail.

George JFK EWR CLE ORD SEA SFO Thrown out of every base!!

CHUCK KETTERING—Reno, NV

Another fast year. I guess that means I'm having fun. Which is mostly true, but this Wall St. melt-down sure gets my attention. The whole system is based on faith and when that gets "scarce", we've got big problems. As I have learned, "self-policing" doesn't work too well sometimes.

I'm still able to do the same old skiing, motorcycling and flying little experiments. Small problem on that last one, as the left gear collapsed on landing at Stead a couple of weeks ago. So now I have a full-fledged winter project for myself.

Viv and I continue to have reasonably good health and fly United regularly to DEN on TED, which is now history. We'll see what is next. If any of you light plane guys land at Stead airport, look me up.

As usual, a big thanks to the producers of *RUPANEWS*, particularly Denis for stepping up. Check to Half Moon Bay. *Chuck* SFO, ORD, SFO 57-95

JOE KOLLAR—Nutley, NJ

Hi, another year's gone by, too darn fast!! Thank you for all your efforts.

Joe Kollar

CHUCK KREKORIAN—Mill Valley, CA

Enclosed is my annual dues check for the new member rate. Crazy year going on, starting with my stay in the hospital, where they found severe intestinal infections. Lost 25 pounds and my sanity. Took every test they had, which had me up and down halls on a gurney. I asked for mileage plus, and they didn't think it was funny. Very slow recovery and regaining weight. Thanks for all you folks do.

Respectfully, *Chuck Krekorian*

P.S. This is my 85th birthdate!

W.N. LAWRENCE—Snohomish, WA

My birthday (91) was Aug. 3rd. but who wants to brag about that? Anyway, a slower cruising speed can be blamed for my tardiness. Oneida and I are doing pretty well for the shape of things. She still bowls each Mon., complains about her aches and

pains 'til Wed., and is back on the alleys next Monday.

I had a cataract removed from my left eye in Aug. and am scheduled to have one removed from the right eye in October. My left eye gives me a pretty good sight picture now and when the right eye is fixed my side vision depth perception should improve. "Hope springs eternal".

POSS HORTON, how long has it been since you were flying with me? I can still hear that W. Va. lingo coming over my shoulder spinning another yarn, true or otherwise, about fishing the streams or hunting the woods of "W. Va. 'Should I be telling tales if I tell the guys that "POSS" began as "POSSUM"?"

What I really want to say to you, thank you, thank you for that lovely memorial- to Rachel. It was a grey day for me and for Bill Jr. too. He had the pleasure of flying with her several times before she retired.

Bill Sr.

KEN LEDWITH—Roseville, CA

Thought that this might be a good time to send a e-mail while writing a check to RUPA. Not too much happening after twelve years of retirement. Annual physical today and everything still works except a little slower. Spent the summer in Roseville instead of Thailand for the first time in eleven years. I did miss the change but we seemed to be very busy. My son, Kevin, managed to break his arm in June so that slowed things down for a few weeks. Still flying my Luscombe which I have owned for 46 years now. Some of the younger pilots I have taken up don't seem to appreciate the flying quirks of these older airplanes. Like everybody else we are hunkering down and waiting for this latest crisis to pass. Hopefully, this country will turn around in a couple of months.

Ken Ledwith SFO 1964-1996

ART LITTLEFIELD—San Jose, CA

Dear Bruce; A quick note and check. Just got back from a trip back to the old homestead, in Virginia. Drove for the last time. Note on Shingles will follow.

Sincerely, *Art*

ED LOUIS—Palantine, IL

Thanks for your efforts publishing a fantastic journal.

Ed Louis

CLYDE LUTHER—Burke, VA

Dear Denis: Well as we always say another year has gone by. Nothing has changed too much here. Worked my 114th USGA Championship-this summer although I have now retired from the Open, Senior Open and the US Amateur. The walking for 4 days is a little much so have packed it in. Still doing everything else. In charge of the NCAA, ACC and Golf Coaches match play Championship which keeps me busy along with a number of other college invitational and State Championships.

Other than that all is well with the four kids and grandchildren, four of which we see quite often because of their proximity.

Thanks to all of you that do the foldin and stuffin and handle the books,

Regards, *Clyde Luther*

DICK & PAT MCCORMICK—Napa, CA

Greetings; Just a note to let you know that Pat and I are doing very well. Will be spending this coming winter in AZ, so if you are in the area of SUN CITY GRAND or the Glendale Airport hanger 4 give us a call. Will be looking up the RUPA LUNCHEON GROUP in PHX. Still flying and turning wrenches on the C-185. Gave up on the \$100 hamburgers and am flying as many ANGEL FLIGHT MISSIONS as I possible. For those of you who are still flying, give ANGEL FLIGHTS a try. It is one way of coming home with a great appreciation for what we have and are able to offer to others. Hope everyone is hanging in there on this roller coaster ride we are getting from Wall Street. Sort of reminds me of 1985. THANKS to all of the RUPA volunteers. You are holding a very neat group of people together by a very thin thread and we do appreciate your efforts. *Dick and Pat*

PAT MESSINA—Arlington Heights, IL

Enclosed find a check for your wonderful RUPA magazine. And a little extra too.

I appreciate all you do, and I thank you very much. Sincerely, *Pat Messina*

PETER MOYER—Vista, CA

Hello to RUPA staff and members.

These birthdays sure sneak up on one faster now days than what they used to; as a result, this note is a few days later than what it should have been. Had a short visit to LAXFO a few days ago, and was treated like a stranger even though that was home base for 30 years; had to be escorted into the office, watched carefully, and escorted out when I left. Sad that for so many years, it was a friendly place with so many familiar faces. I am 75 today and several functions are no longer as good as what they once were. The eyes don't work so good, the ears don't work so good, and there are other body functions that don't work so good, but we will not discuss that here. Other than that, all is well. Hope that my next note to all of you will be more exciting. *Peter*

JIM AND JAN NOBLE—Barrington, IL

Dear Ted, You are doing a fine job as our editor. Thank you for your work.

It's that time of year and it seems like it was six months ago that I wrote the last letter. It's been a busy year. In November Jan and I took a four-day trip to St. Louis, our home town, to see friends and to attend a St. Louis University black-tie banquet, where I was installed as an honorary dean. It was an elegant affair and I felt very special that night. In January and February we rented a condo in Maui and it was tennis, serious bridge, plus a lot of sand, sun, walking and sightseeing. The weather was perfect the whole time. I was elected to the Board of Directors of our homeowners' association and my fellow officers made me president before I could protest! I was on the Board for five years when we took over from the builder in 1993. The subdivision was new and there was little maintenance except for the upkeep of lawns and snowplowing. Now we are twenty years old and

faced with things like pruning our 500 trees, replacing old shrubs and renovating our five retention ponds. Squeezing this into the budget is our biggest problem. Our trips have been short and local, mostly with the two Corvette clubs that we belong to, and I did manage to get to the Oshkosh show. We're going to visit our daughter and her family next week to help her celebrate her 50th birthday. That really makes me feel old! I'm for a dues raise - - let's make it \$35.00. Thanks to our editor and all of you who make RUPA work. We enjoy the newsletter and always look forward to it.

Jim and Jan Noble

STEVE PAHS—Denver, CO

20 SEP 2008 Hi there, Three months late-- Past 12 month were very busy !!!

SEP – a week in Garmisch at Army R&R hotel-- Edelweiss. 2 weeks on island of Sardinia. 7 days at US Navy base On Sicily--taking tours. Great food & drink! (Did you know; in 1940's Sicily wanted to become the 49 US state?) Gave Mary Jo a rare treat—7-hour ride on a USAF C-130 to Lages in Azores! Overnight, then UASA contract ride on B-757 to BWI.

MAR – prostate procedure. -New technique: micro~wave for 45 min.

APRIL – two weeks in Tucson USAF Pilot Class '52A reunion. Same old war stories!

MAY – renewed FAA CFI. II & ME ticket.

JUNE – Total LH knee replacement. Long overdue but very successful; AND, NO PAIN!

AUG – LH & RH eye lenses replaced due to cataracts. Now seeing things I had not for years ... AND – ALSO: DNC in downtown DEN--No Comment! Renewed FAA 1st Class Medical- no waivers ... Mary Jo and I renewed our Colorado concealed carry permits for another 5 years. We had to cancel our annual Sep trip to Europe as UAL passes NG for weeks. 2008, was license renewal year; renewed my Colorado Broker/Owner Real Estate License.

FYI: Trivia: 20% of us DO NOT have computers ...
LAX DEN SFO IDL DTW ORO DEN

Regards, *Steve*

MARION PATERSON—Aiken, SC

Thanks to all who work so hard to keep *RUPANEWS* coming. I'm taking President Larry's suggestion, and sending a renewal check plus extra to put into the coffee and donut fund.

I do notice that I'm not familiar with as many names any more - perhaps the people Pat and I knew are the 'check senders' but not 'letter writers.' Pat had a propensity for that himself.

I have to wonder if there aren't some of the wonderful people Pat flew with for so many years still out there. I would be so pleased to hear from anyone who remembers flying with Pat! Dale 'Pat' Paterson was hired in 1957 after spending a number of years in the Navy flying fighters off carriers. He retired from United in 1992 as a Captain. He flew the DC-10, 727, DC-8, DC-7, DC-6 & DC-3 from EWR, JFK, and LAX. After living in San Diego, CA for 27 years, we started searching for a quieter, less expensive place to live - afraid the 'other shoe' was going to drop at United. We ultimately settled in 2003 in the beautiful little South Carolina town of Aiken. We had five wonderful years here before Pat passed away in May 2008 from complications caused by knee replacement surgery.

On September 26 we held his Military Honors Funeral Service at Barrancas National Cemetery in NAS Pensacola, FL. (We knew he would not want us to suffer in the heat of mid-summer Florida, so we delayed until September.) The family gathered from CA, VA, NJ, and SC and celebrated his life. We even took his photo with us to the O'Club after the service, propped him up at the head of the table and offered him numerous toasts and libations. We knew, like most aviators, he would appreciate our attempts at humor. We would love to hear from anyone who has memories of Pat. He was blessed to have flown with some very talented and upstanding people. The family can be contacted at marionpaterson@mac.com, (803) 649-7150, or 523 Forest Bluffs Rd, Aiken, SC 29803. *Marion*

BILL PAULING—Escondido, CA

Dear Bruce; Enclosed is check for remainder of dues. Sorry we missed the increase.

Thanks for all your work. We appreciate you.
Sincerely, *Bill Pauling*

JOHN POWERS—Seattle, WA/Palm Desert, CA

Hi Denis...My annual report that I send, maybe every ten years. It has been nearly twenty years since retirement and I am wondering when it is right to discard my flight bag and all its contents? Karin and I divide our time between Seattle in the summer and Palm Desert and Carlsbad Ca., in the winter. The summer months are a delight here, where we live on the shore of the downtown lake, Lake Union. Did not expect to like urban life but Karin wanted water view and we both like it a lot. We can walk to Pike Place Market and all of downtown. The floatplanes come and go all the daylight hours which we find interesting. The bicycle trails seem to be never ending and we bike to several waterfront parks, around the U of W, the locks and Shilshole and Elliot Bay Marina, the trail around Lake Washington, the Zoo etc. Am able to do some flying on the cheap as member of soaring club. Am a CFIG and do a little instructing and fly the club Pawnee as tow pilot regularly. Last month checked out in little glider with MATG of 540 pounds, some different than 747. Some of our more hefty pilots can not fly it due to weight. Our garage is just large enough to accommodate three bikes, two kayaks and one not too large auto. And did I mention that two daughters most grandkids and four great grand kids are near. Winter activities are about the same, just different local. Substitute skis for kayaks. We lived in Mammoth Lakes, Ca for some time and still go back couple times per year to ski. Fair weather and groomed runs only. Hike and bike is also good in So Ca. The tennis tourney in March is the 5th or 6th largest in the sport, depending on what chamber of commerce is talking and we do that early in its run so that you can see some talent that does not make it on TV. My own game is an embarrassment due to age and ski injury. Maybe it was never so good. That and duplicate bridge seem to take up most days. Met Jim Shaffer for tournament bridge in Denver and we did well for two days. We never let bridge get in the way of happy hour and the lies associated. Best to all Ruparians, at least most all.

John Powers 55-89

ED PROSE—Sarasota, FL

Denis: I'm sending this letter for my dad, Ed Prose, for the *RUPANEWS*. His birthday is 15 Nov. His eyesight isn't all that great right now, but the brain works well! If any problems or questions please let me know.

Sincerely,

Dotty Prose

P.M. MIKE REILLY—Pembroke Pines, FL

My apologies for being late with my yearly dues, but I'm back flying again for COPA Airlines out of Panama. There are about 65 ex-patriot pilots flying for COPA from all airlines in the U.S.

So, I'm back to commuting, living in a commuter pad, on the road, and, honestly, loving it. It's great to be flying again. They have 737-700s and 737-800, and fly from as far South as Buenos Aires to as far North as Los Angeles and JFK.

Nevertheless, here's my \$35 for my RUPA dues. Thanks, *Mike Reilly*

EDGAR RIEHL—Boulder, CO & Fort Myers, FL

This is 11 months late for last year, but about a month early for this one. After we had the car packed for our winter migration 2006, Ruth had come down with shingles on the left side of her forehead and that entire side of her head--affecting the left eye. Our departure was postponed for nine days while we figured out what was going on and getting medical attention--which was too late to stop that affliction in its tracks. So, it has been nearly two years of almost constant pain for her, but fortunately, through almost daily trips to the ophthalmologist, and lots of very expensive medicine through last winter, the infection in that eye is finally cleared up and she recently was well enough to undergo cataract surgery on both eyes. Hurray! She is finally able to drive again. Doctors thought they had contained that eye infection a year earlier, and she finally got off the medication that had her grounded just in time to be driver for me, as I had fallen on my butt causing a compression fracture of my number one lumbar. That was mighty painful for eighteen days until they performed the miracle Kyphoplasty surgery which

instantly healed it with no further pain. A few days later I was able to drive us back to Boulder from Florida with no problem--though I had some misgivings at the end of that first days drive, the rest was a piece of cake. Back home, I just couldn't seem to acclimate to the elevation, suffered some dizziness, etc., and a visit to my doctor didn't help much. Finally went in for my annual physical and a couple of days later got a frantic call from his office telling me to see my cardiologist right away. Upon informing them that my cardiologist was in FL, they hunted one up for me, but the earliest he could see me was three weeks away. What had set off the alarm was an item on the lab report that I had never paid any attention to in the past--if it was ever listed: NT-proBNP that is supposed to range between 0-450 pg/mL. My reading was 1900! The tests that followed determined that the lower section of my heart was not functioning, and the artery from the aorta to that area is completely clogged--while the rest of my arteries are, "slick as a whistle". Since there was too much risk involved with opening my chest again (I had bypass {6} surgery in 1995), he prescribed some more medicine, and his advice was, "live as normal a life as possible and enjoy it, as "you can't live forever". So, our life goes on.

With that bit of information, and Ruth back in treatment for the eye, we were not at all sure we would be able to make our annual migration, but, somehow the car got packed and we headed out. Once on the road it was as if we were reborn and we had a most pleasant trip to the D.C. area for Thanksgiving with our youngest daughter and family, then on to Florida--where Ruth got right into the intensive eye care, and, having finally got used to the constant pain of shingles she got back into her involved life with the church with all its activities. My activities for the past two winters were mostly driving Ruth to all these appointments (can you imagine a doctor's appointment on Christmas Day? Well, we even had one that day), and the aforementioned activities--even got to where I enjoy Book Reviews. With Ruth's condition keeping me close to the house, I finally learned the joy of reading and have read more books in the past two years than the entire first 86 years of my life. My degenerating lower spine--diagnosed five years ago--has not improved much, nor has it become discernibly worse. I carry my

folding stool with me while doing yard work, resting very frequently, enjoying our great view of the Front Range of the Rockies with 14,259' Long's Peak as the centerpiece. Still manage to maintain our large lawn and flower beds (with a little assistance now and then), but have given up the vegetable garden--and, I do lots of napping. Ruth says, "**Be sure to tell them that if they have had chicken pox anytime during their lives, to GET THAT SHINGLES SHOT**". It could save you unimaginable misery!

Ruth and I celebrated our 65th Wedding Anniversary in July, and our kids flew into town and surprised us with an Open House--and, I do mean SURPRISED! Got to renew several long ago friendships. Early the following morning I boarded a Delta flight to Sacramento to visit my brothers and their several offspring in Vacaville. Our first visit in five years. Did get a seat on a non-stop United flight for my return.

In spite of all those physical complaints that I have bored you with, I, due to misinterpreting a doctors instructions, am in much better condition than I have been for the ten years prior to last year. A sincere Thank You to all of you who make this communication possible. A check to cover mailing, plus, will be in the mail prior to my BD. Best regards, *Ed*

MAURY ROSENBERG—Doylestown, PA

About to commence my 6th year of retirement. I've managed to get my dues in, on time, for the past 5 years but this is only the 2nd letter I've submitted.

My sincere thank you to all who keep this publication going. Like everyone who has retired I've gone through a metamorphosis. In my or I should say our family's change/adaptation, my wife began a career and I became "Mr. Dad." It has been a real learning experience and struggle for all of us. I can honestly understand the tribulation of a full time stay at home parent. I can not fathom how a single working parent raises a family.

It has been both rewarding and frustrating at the same time. The rewards and greater bond I've developed with my children have far out weighed the frustration. Yes there are things I miss from that other life I led; Camaraderie, fellow employees, the view from the cockpit, customers

"Thank you" when we used to be able to provide a quality experience. But you know what, I wouldn't go back especially in today's environment. It's taken awhile, I still have angst toward UAL, but I'm getting on with my (new) life. Sincerely, *Mauzy* SFO, DEN, LAX, ORD, JFK.

JON ROWBOTTOM—Salinas, CA

The past year has been a very busy one. I have taught 15 UPS 747-400 crews as a Alteon Contract Instructor. The work took me to DEN, YUL, NASA Moffett and ANC for 2 week stays. I have spent far more time away from home for longer periods than I ever did flying the line. Among the 30 pilots, it was very rewarding to train 7 former Captains over age 60 who had the good fortune to hold a S/O seat and therefore were able to bid back to the front seats. As you might imagine, they all had a great attitude and were a pleasure to work with. Unfortunately, my UPS work is ending as they will be using their own instructors next year and not renew the Alteon contract. Hopefully there will be work for me at Alteon next year, but, in today's economy that may be a crap shoot.

Jane and I managed to take a Barge Trip in Burgundy in August as well as multiple visits with the kids and grandchildren. We continue to play double bogey golf when I am home. Last month we had a RUPA Lunch for the Monterey members which Phyllis Cleveland organized. Hopefully the group will continue to get together and grow. My check is in the mail with something extra to help the kitty.

Jon Rowbottom rowbottom0@aol.com 831-595-5275 cell, 831-484-8007 home

RAY SALAMANCA—Redding, CT

From an old Pan Amer, thanks for everything, including the acceptance of my seniority and Captain rank in 1986. Regards, *Ray Salamanca*

E.G. SALEGUI—Surfside, CA

Hello RUPA; Quick note of thanks, and \$35 is a friendly price. Having a grumpy day.

Gino, LAX 1995

WILLIAM T. SALISBURY—Bumpass, VA

It is getting late in my birthday month and I don't want to be late! Check's in the mail.

Last year's big news was the crash of the Grumman S-2 Tracker due to the double engine failure at low altitude and the survival of all of my crew. There were five us aboard and we all lived. To date, we are all still alive and thankful. My injuries were minor and I still have a few back pains and will probably have to live with that for the rest of my life. Life is good and if I am careful about my activities, I can do just fine. I am still flying the 195, but have given up all other flying. No need to tempt fate any further in the old warbirds.

My wife and I are still in good health and get to see our children and 7 grandchildren from time to time. Not doing much SA traveling any more. It is just not worth the aggravation, so have been buying full fare tickets. I stay very busy with my machine shop. Still cranking out the work there and still learning something new every day. Apparently, there are quite a few people who think I know something, as the work keeps pouring in. Guess I have them all fooled!

Would love to see any of you if you are in the area. Phone number is in the book. Always have a cold beer available and at least one boat ride! Cheers!

Bill Salisbury JFK, ORD, IAD
salisburyw@comcast.net

DORIS SHEA—Kennewick, WA

Leslie spent his 81st birthday on Sept. 11 at an Alzheimer's facility in our town. He flew for 34½ years at Chicago, Denver, and then Seattle, and really enjoyed his years with United. He always read the *RUPANEWS*, but now cannot comprehend the written word. It is hard to see such an intelligent and vital person go downhill.

I still live at the retirement home nearby.

Regards, *Doris*

AUTUMN SIMKO—Seattle, WA

Oops! August came and went while I was busy with a kitchen remodel and lots of house guests.

Thanks from me for all you do—I truly enjoy the RUPA newsletter.

Autumn Simko

BOYDGROUP AVIATION INSIGHT AND PERSPECTIVES 10/06/08

From The Things-Don't-Change Department

The Airline CEO Challenge: Experience What Your Passengers Go Through

The US airline system carries over 600 million passengers, making over 700 million enplanements every year. And it works superbly well.

Fact: The vast majority of air passengers arrive at their destination on-time. **Fact:** Losing passengers' baggage or being bumped have odds not much better than the lottery. **Fact:** US airlines handle cancellations and delays far more efficiently than the media gives them credit for. **Fact:** An airline trip is not the equivalent of assigned seating at the Spanish Inquisition, as some would have us believe. **Here's another fact:** regardless of all that, the US consumer feels beaten, bullied, and abused by the airline industry. We meet with communities all around the nation, and the anger is real.

Funny, consumers are not being treated rudely. It's worse. They are too often simply taken for granted. And that's why irresponsible, poorly conceived, and sometimes dishonest Congressional airline legislation has a good chance of passing this year.

Getting Reality Into The Front Office. Before this gets too far, we might suggest that some airline CEOs emerge from their headquarters and take a gander at what the masses are experiencing. We'd suggest that the CEO may want disguise himself as a typical business flyer taking an out-and-back business trip during the same week.

Maybe when it's all over, he'll see why airlines are the current trendy whipping boy in the media. Let's take it step by step, just like a real customer would experience.

Step One: The CEO buys a ticket for a next-day RT coach business trip halfway across the nation.

He finds:

It costs almost \$2,000. (For a coach seat, by the way. Maybe a middle one.)

The airline calls it a "special" fare - with a code that looks like a number from a Chrysler parts catalogue.

"Special" is indeed the correct term. That's because it's *non-refundable*. If the business meeting in Portland gets cancelled, the CEO finds he's just made a generous contribution to the airline's bottom line. Maybe, with some obscene cost penalty, the airline might let the ticket be used later. It will take a Papal Dispensation and an additional pile of cash if the customer's plans change and the itinerary must be revised.

If the airline is late, cancels, or just changes its published schedule after he buys his ticket, that's the way things are. But if he gets caught in traffic on the way to the airport, or for almost any reason has to change his travel, tough. He pays. Those are the rules, Jack.

But he'd also find that if he does have a problem, there's some relief. He can call the airline's special customer care line. It'll get answered by some guy named Gupta in Mumbai.

Step Two: At the airport, The CEO discovers:

For the privilege of laying *two grand* on the airline, he finds:

Often, saying "may I help you" or "thank you" are things that the CEO's middle management apparently feels would often be too stressful for front line staff.

And, he'll find that his position as airline CEO will not be revealed, because it's entirely possible that not during any interaction in this time-consuming burlesque does an airline employee *ever* use his name.

He'll maybe find that those expensive gate and ticket counter facilities his airline has invested in are now part-time employee snack bars, with agents slurping coffee and soda as they check in the airline's customers. It seems perfectly OK with the airline's local management. (Which, by the way, might not be anywhere to be found.)

The CEO will find that after giving the airline a couple thousand dollars in business, the chances are less than 50% that the airline employee will end the transaction by genuinely saying "thank you for flying Trans-Deficit Airlines" or "we appreciate your business" or "have a nice flight."

When boarding is called, the CEO will hear a heads-up-and-listen laundry list announcement of the rules that must be followed. The carry-on allowance. Boarding by rows. The need for passengers to comply with all instructions in order to achieve an on-time departure. But rarely these days are these announcements concluded with any thing vaguely implying in a sincere manner that the airline appreciates the passengers' business.

The transaction ends with being processed onto the airplane, as an agent scans his boarding pass at the jetway door, often with all the courtesy of an East German border guard condescendingly allowing a refugee to cross the frontier.

Step Three: The On Board Experience

Passing into the airplane cabin, the CEO will discover that the \$2,000 "special" fare gets him a "meal" he can buy, consisting of a box of junk food with all the nutritional value of what comes out of a back-alley dumpster. Inside the box, there's an assortment of allegedly-edible trinkets that are intended to keep passengers busy, mostly. Maybe a roll with some mystery meat, encased in Saran Wrap, accompanied by some designer cookie and maybe an apple that looks like it knew it was bound for the coach cabin.

In flight, one pass is made with the beverage cart after take off. Maybe another offer of coffee. But that's it. The CEO is alone with his box lunch. Often, he may be thrilled by the fact that his company is saving money by apparently cleaning aircraft cabins only every other Leap Year. The tray table, the headliners, and the ceiling vents might have been untouched by any form of cleaning solutions for months or maybe years. All this experience for a mere \$2,000.

Step Four: The Connection Experience Maybe the flight is a bit late due to the FAA Administrator's Merry Band of ATC Commandos. So the CEO will experience something his customers face every day, the dreaded *will-I-make-my-connection* anxiety attack. Deplaning, he anxiously asks the agent inside the terminal, "what gate for flight 54 to Portland?" "*Gate 19, terminal B,*" is the response. "*If you run, you might make it.*"

Galloping just in time up to gate 19, (in the process, flirting with a coronary), he's stopped cold. "*The overheads are all full,*" he's brusquely informed. "*You'll havta check that carry-on. Oh, and you're late and we've gone to open seating. Take any seat that's empty.*"

The CEO will then experience the joy of trying to wedge his frame into 26E between two people from a culture that doesn't use any form of soap.

Step Five: Arrival At The Final Destination The CEO arrives at the final destination. He finds the following

He's arrived on time.

His gate-checked luggage arrives in the baggage claim area quickly and undamaged.

His airline, on the surface, did what it promised. Except for two things:

He was *processed*, not served. He was *tolerated*, not valued. He'll find that the \$2,000 fare he paid is a lousy value, at least in terms of how the airline views his business. The experience at a used car lot is a more pleasant use of the dough.

The CEO will likely feel that he's just transited through a meat grinder, like the rest of his passengers, many of whom are cheering on the blood thirsty clowns in Congress who, they hope, will punish the CEO and his entire airline.

CEOs: "Shareholder Value" Comes Only From "Customer Value" This experience, in whole or in part, takes place every day, and many airlines' senior management are oblivious. There no excuse for not requiring that employees always thank the passenger for his or her business. The CEO would never tolerate one of his VPs casually gurgling down coffee while disinterestedly addressing the Board of Directors. But, apparently, it's okay for counter staff to treat passengers that way. Many CEOs would never allow their own car to become as ratty as some airplane cabins. But it's apparently okay for their customers to sit looking at dirt in one of their airplanes for several hours.

This is what customers perceive every day to one degree or another. And it's not necessary. Most major US carriers have the professional staff and procedures to make flying something that consumers might actually enjoy. But until senior management demands such standards, they can keep clearing their calendars to do command-performances in front of empty-suit Congressional "hearings" where almost nobody on the Congress side bothers to listen.

It's not the frontline employees that are the problem. Airline employees face a tough challenge trying to move over half a billion people through the FAA's mismanaged and delay-inflicted skies. But it's easy to see why passengers are really fed up. The choice is clear. Airline front offices can either move now to really put the customer first. Or they can let Congress try it. And any consumers who believe that air travel can't get worse, just wait until politicians get their ignorant paws on it. Only the airline industry itself can prevent such an anti-consumer disaster.

NOTE: The above pretty much describes what can be encountered in air travel today, in whole or in part, depending on the journey. But it was written and posted here seven years ago - July, 2001. (It's still on the Airline Issues section of this site.)

A few of the details were updated and some minor procedural changes - such as buy-on-board food - were adjusted for today's system. But the air travel experience still has a lot in common with what we described in 2001. At some point, the luck of the airline industry and that of their passengers may run out, and Congress actually will pass la-la land legislation making any form of inconvenience illegal.

The more things change...

JOHN A. SIMMONS—The Woodlands, TX

Hurricane IKE roared through here a little less than three weeks ago and left a trail of destruction which I didn't anticipate. The center of the storm came right over Galveston Island, and then took a slight turn to the right and tracked straight up I-45 just to the east of us. The Woodlands is about 30 miles north of Houston which puts it about 85 miles from the Gulf and I thought we would get winds in the 50-60 mph range and instead we received winds in the 75-90 mph range. I didn't have much damage. One large tree came down and took out about 12 feet of fence, but it missed the rear of my garage thank goodness. I also had a small roof leak, and lots of debris in the yard, but no other damage. All our utilities are underground but we were still without electricity for four and a half days. That's my new definition of "eternity". The major damage was to hundreds of trees, many of which were uprooted. A lot of those were oaks which were many years old judging from the size of the trunks.

The part of Galveston Island which was protected by the seawall was severely damaged, but the western end, where there was no seawall, was virtually destroyed, as was Bolivar Peninsula just northeast of Galveston. Electricity has been restored to most of the Greater Houston area, but many people were without service for two to three weeks.

Thanks for the good work you guys do. I look forward to each issue. *John*

STAN SMILAN—Lake Worth, FL

My last PET scan included a list of instructions. I was informed that I'd be radioactive for two days. The sheet of instructions also said that I should not get any closer than six feet to a pregnant woman or a small child for the next two days.

A couple days later we went to the 'Home Show' at the Palm Beach Convention Center, and this young woman – she was a vendor – came up real close within six feet. I stepped back and asked her, "Are you pregnant?" And, I explained that I might still be radioactive because of the PET scan I got two days ago.

She told me she wasn't pregnant; and she told me that her father was radioactive too. She said, "...he's not supposed to get near any women of child bearing age -- because he had radioactive implants in his prostate...." I don't know how true this anecdote about prostate cancer is -- maybe someone can shed some light on the subject.

During nuclear tests at the Pacific Proving Grounds I observed that no women were allowed to be present. My oncologist has told me that was because women carry their lifetime supply of eggs in their reproductive system from birth. And, exposure to gamma radiation causes genetic damage. That's why the AEC funded the Human Genome Project; and it's the reason the Congress has designated 21-categories of cancer as presumptive and attributable to radiation exposure either as the causative or contributory factor. That's also why Pennsylvania Governor Richard Thornburg ordered the evacuation of pregnant women and children from the five mile radius around Three Mile Island in 1979; and, it was why ten of thousands of women in Ukraine and Belarus demanded abortions after Chernobyl. Also, more than 4,000 Russian children manifested thyroid cancer and had their thyroids surgically removed after the nuclear event in 1986. According to the World Health Organization, fourteen (14%) percent of that cohort was projected to manifest a secondary cancer during the next 20-years.

During the course I taught at the PBCC Center for Lifetime Learning last winter, I showed an excerpt from the History Channel Documentary, 'The 9/11 Commission Report.' We watched and listened to the Commissioners tell how the original conceptualization of the 9/11 "Plot" was to hijack ten airplanes and include a nuclear power plant as a target. (*See pgs. 154 and 255 of the Barnes and Nobel edition of the 9/11 Commission Report*). Mohammed Atta and an Al-Queda cell was living, embedded, in Delray Beach, FL. By coincidence eighty (80%) of Florida's nuclear power plants are in Southeast Florida, and Delray Beach is equidistant from the two nuclear sites that are 135-miles apart... I'll let you connect the dots.

Best Wishes... *Stan Smilan*, (DCA, JFK, ORD, SFO, MIA)

W.J.SMITH, JR—Comanche, OK

Here is my dad's renewal for two years. I know this is a bit late, but Daddy and I both let it slip our minds! (Dad is W.G. (Smitty) Dub Smith).

2008 finds Daddy in good health for a man of 87 years. He is in Oklahoma with his daughter, me & his son-in-law now. My mother and the love of Daddy's life left us on New Year's Day. They had sixty wonderful years together – got to celebrate those 60 years and Christmas just before she died.

He still enjoys each and every issue of *RUPANEWS* – thanks so much for the fine editorial efforts! Included is an extra \$10 to cover some extra expenses.

He'd love to hear from old friends:
tbrennan@pdl1.net. Thanks, *Tenni Brennan*

Editor's note: Hand-written letter, so I tried that email address: "sorry, mail to that recipient is not accepted (#5.7.1)"

BOB SWANSTON—Wickenburg, AZ

Cannot believe 11 years have past since parking that last 777. Time is passing so fast that one year whirls right into the next. I guess that's because life is full and I am busy even though I sometimes don't know where the day has gone. My wife is president of the Board of Directors of the Humane Society in Wickenburg (AZ) and, somehow or other, I find myself heavily involved. After much research, fund raisers and just plain hard work, the new shelter is being built and will reopen before the new year. I also manage to play a few rounds of golf but have not "shot my age" yet. I hope to live to 98 and have a chance. When not doing either of the above, you can find me on the lake with a couple of friends for some crappie fishing. I got a draw on an elk in AZ this winter and hope my hockey knees can carry me to the top of the mountain. Still have a shack in my hometown in Alberta and plan to get back to duck hunting this fall. In the summer, we pack up the animals and head back to Washington Island, WI. We spend our time making totem poles and fishing for bass and salmon. Between fishing, I rent out a 100+ year old log cabin on the lake and buzz around the Island (or head to the casino) in a Cessna 172. Health is good so life is good. I try not to spend a lot of time in negative thoughts about what happened to UAL - remembering the good

times and glory days - but feel for my fellow pilots who got the screws and lost their pensions. I was lucky to have been "old" enough to only lose 30%. Too old to learn another job anyway. As always, cheers to those selfless bodies who put *RUPANEWS* together and get it out so that the rest of us can benefit from it. It is still one day before my due date so can put the check in the mail on time. Thanks, *Swanny*

ERNIE THOMAS—Saint Helena Island, SC

Denis: Just hanging out, rockin' along, staying out of trouble, etc.etc. Did have a blur of blessed excitement--the birth of another grandson yesterday morning 12 Oct. out in CO. I will go see him at Thanksgiving.

Hey guys, I have found a way to beat arthritic low back pain. Stop playing golf! So the pension cut accomplished something. Now I have some knee pain from playing tennis, but it's getting better. And it's a lot cheaper.

Hurricane Hanna passed by right off shore, but it was a non-event. What rain we got came straight down. I will settle for that any time.

Thanks to all the *RUPANEWS* helpers. (\$\$ to sectr)

Kindest regards...*ET*

DON TRUNICK—Escondido, CA

It has been 24 years since last 747 flight from HNL to LAX. Nearing 3 years since moving into our Retirement complex. We have our own cottage and have continuing care for life when needed. We have not done any traveling since moving here. Home provides day trips to various places of interest and to shopping areas. We both are in fairly good health considering our ages. I did have nine skin cancer surgeries mainly face and arms. This due to damage done many years ago. When possible I attend the monthly meeting with some other retirees at the San Marcos country club.

Appreciate all the work you all do to keep RUPA available for us retired people. However, I seldom recognize the names any more. Do enjoy reading all the things others are doing with their lives. Check has been mailed. Till next year, *Don*

BOB VOGTRITTER—Honolulu, HI

Greetings, We're still hiding out in Hawaii, living in a rather small (paid for) condo where everything we need is within walking distance. We downsized several years ago (thankfully) and now we don't owe nobody nothin. Still play golf several days a week and get in an occasional fishing trip. My health is pretty good for my age but my wife tells me I need a hearing aid. She says I don't seem to hear most of what she tells me. After giving the hearing thing some thought, I decided to hold off for a while.

Check is in the mail

Bob Vogtritter DCA-ORD 56-88

MALCOLM A. WALKER—Roseville, CA

9/22/08 Thanks again for all the hard work; here's little extra for the coffee fund.

Son Scott just retired after 25 yrs USAF—Colonel with nearly 3000 hrs F-16 time.

Second son, Jeff, has his wife in the final stages of MS- just been brutal. We thank all for the health we can enjoy----- *Mal Walker*

DON WEBER—Anacortes, WA

Hi Denis; It's been 12 years since I last set the brakes & knowing that United Airlines is not the same or even close, I don't miss it. Just finished my 10th year with Boeing in Seattle as a 747-4 & 777 flight instructor. It's a fun job and most everyone I work with has retired from some major carrier. It's hard to give it up, since its not like "really working". More like spending days chatting with old pilots about how great it once was. Hiring has shut down for awhile until the 787 is completed.

Vicki & I just returned from a 2 week Med cruise and it was wonderful. We still find time to play. Vicki is volunteering at our local hospital & knitting another baby blanket, as our 5th grandchild is due in March.

My thanks to everyone involved in sending out the newsletters. It's the only mail I look forward to receiving every month.

Don Weber Lawair@aol.com

RAY WELCH—Narcoossee, FL

Re. Subscription renewal: I would like to thank everyone involved in the production of *RUPANEWS*. Your efforts are reflected in the quality of the product.

Included is my renewal check. It's a little something to "fill up the tank".

Fraternally, *Ray Welch* # 24250

JOSEPH A. WILDBERGER—San Francisco, CA

Hi Bruce; I sent \$50 last year intending that \$25 go to the general fund, but instead I got renewed for two years. So, since I'm apparently paid up through 9/09, here's \$70 for the general fund. Thanks for all your work. *Joe*

JOE WILDBERGER—San Francisco, CA

Well, it's October so I am officially late with my yearly update. Oh well, I'm old, I'm confused....what can you expect. At least it's only a month late. Hardly seems possible that it's already been nine years since I retired. It is true, the older you get, the faster the years go by. This past year has been a full and busy one. Two or three trips to New York, three trips to Maui, and a month in Europe and North Africa. Took a cruise from Rome down to Alexandria, Cairo, Tel Aviv and Haifa. I highly recommend it to one and all. It's a fascinating part of the world. Even crawled (well, stooped) into the middle of one of the great pyramids. Glad I did it but don't feel the need to ever do it again. Thanks to all you guys and gals for all the hard work in getting the *RUPANEWS* out. I look forward to reading it every month. Check in the mail to Bruce.

Best to all, *Joe Wildberger*

IN MEMORIAM

JAMIE H. KRAPF

I received a call from Stan Crozier (ret) regarding the death of Jamie H. Krapf. Jamie died on October 3, 2008.

Jamie was a pilot for United Airlines in DCA from 1956-1964 and then to ORD until retirement.

He married Elaine Connor (a former UAL F/A) in the early '60s.

No obituary will be published.

Cards may be sent to:

Mrs. Elaine Krapf
1025 Ashbourne Circle
Trinity, FL 34655-7105
(727) 645-6720

WALTON WOODROW WARNER

March 18, 1918- Oct. 8, 2008 After 90 well-lived years, Walton Warner rejoined his soul mate and wife of 60 years, Georgina Warner. Born 1918 in Medford, Oregon to Alice and John Warner, Walt moved at an early age to Ceres, California.

Survived by sister, Beverly, he is now reunited with his four brothers: Jack, Bob, Richard and Bill.

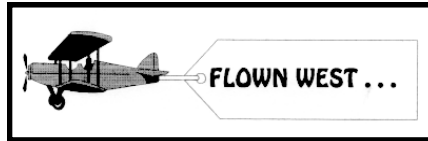
Their closeness and camaraderie, whether enjoying steaks & martinis, picking pomegranates, or letting loose their one-of-a-kind Warner Brothers' harmonic chorus of 'ha-ha' laughter, will be sorely missed by all who had the pleasure of knowing them. More than anything else, Walt loved his family. He is survived by daughter, Sherrin (& Jim) Geist and son, Dan (& Cheryl) Warner. He adored his 5 grandchildren: Brian (& Linda) Manley, Stacey Smith, Wendy Manley, Chelsea and Zachary Warner, and 11 great grandchildren. Walt was a true family patriarch- always making sure his loved ones had experiences and opportunities that would enrich their lives. He was also survived by many nieces and nephews who loved and respected him and whose company he immensely enjoyed.

Walt and Jean raised their children in east San Jose in the middle of an apricot and walnut orchard that

Walt later developed into Warner Heights, one of the first housing developments in the east San Jose foothills. Walt spent his later years in Gilroy living on part of the Warner / Reynaud Ranch. He was a Captain for United Airlines and served as a former president of the following organizations: Horsemen's Association, Cattlemen's Association, Mt. Pleasant Grange & Garden Club, and Mt. Pleasant School Board. In addition, he was also active in Scouts, 4H and many other pilot & government associations. Memorial contributions may be made to: Alzheimer's Research, Second Harvest Food Bank, and Hospice.

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W CLAY BARTON JR	April 14, 2008
THOMAS D GRAY	July 22, 2008
ALEXANDER DORSEY "AL" KELLEY	September 29, 2008
JAMIE H. KRAPF	October 03, 2008
STANLEY E PARKER	July 27, 2008
WALTON W. WARNER	October 08, 2008
LEROY F WERNLI	July 14, 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

United Airlines Retired Pilots Foundation, Inc.

Send memorial and other donations to: Capt. T. S. "Ted" Bochniarz, Treasurer
1165 Regency Dr., Westchester, IL 60154-5638

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

Deadline: November 19, 2008

Mailing: December 3, 2008



RUPANEWS

P.O. Box 275

Half Moon Bay, CA 94019-0275

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