
rupanews



Journal of the Retired United Pilots Association



MARTIN YP6M-1 SEAMASTER *

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PRESIDENT'S LETTER

Last month, I mentioned the letter, directed to those retirees from 2000 to 2007, inviting them to join RUPA. United Airlines does not supply us with the names of anyone who retires early, medical or otherwise. If you know of anyone who has taken an early retirement, please let us know so we can add them to our list of retirees.

In January, I was able to meet with the Denver luncheon group. It was very fortunate that the skies were clear and blue, typical of Colorado, and a record high temperature was expected that day. I enjoyed being with an enthusiastic group of retirees gathered for lunch and socializing.

Be sure to check out the information about our upcoming convention in Denver, September 24-27, 2009 and make plans to attend. Interesting tours are being arranged.

Regards, *Larry*

Dear Retiree,

You are receiving this copy of the *RUPANEWS* to reacquaint you with the Retired United Pilot's Association (RUPA) and to share with you some of the benefits of RUPA membership.

First off, let me tell you what RUPA is not. RUPA is not affiliated with or supported by United Airlines. The only connection we have with United is that we are all former employees. In addition, RUPA is not affiliated with the Air Line Pilots Association; they were merely our representatives when we were employed by United Airlines.

WHAT IS RUPA? RUPA is strictly a social organization. We endeavor to maintain the camaraderie and relationships that we enjoyed in the cockpit, dispatch and flight office.

We do this is by socializing in luncheon groups in various areas of the U.S. A list of those locations is on the back cover of the *RUPANEWS*. We also organize a biennial convention and various cruises to further these goals. We encourage each member to write a brief note, in their birthday month, letting the membership know what is happening in their life. Many times these exchanges bring to light information about health, nutrition, finance, taxes, etc. which may be helpful. For example, considerable information is being distributed concerning the FICA /Medicare Tax overpayment on the non-qualified portion of our pensions. MEMORIALS for current members are included in the *RUPANEWS* as well as a FLOWN WEST section each month listing all pilots or wives that have passed away. We do not advocate for any cause or political party; strictly information that may be beneficial to each other.

RUPA supports the United Airline Retired Pilot's Foundation (UARPF) and the United Airlines Historical Foundation (UAHF) by printing news articles and making monetary grants for defined purposes.

In addition to the newsletter, we publish an annual RUPA Membership Directory which, to our knowledge, is the only place you can find a comprehensive listing of retired United pilots-only current RUPA members in December are listed.

We would very much like you to consider becoming a member of RUPA. You will find a membership application on the back of this sheet.

Yours truly,

Larry

Donald L. "Larry" Wright

President

patlarry@aol.com

650-948-5587

**RETIRED UNITED PILOTS' ASSOCIATION
MEMBERSHIP APPLICATION**

NAME: _____

ADDRESS:

Enclose a check, made out to "RUPA" in the amount of \$35.00 to cover the annual cost of publishing and mailing the RUPANEWS.

The minimum \$35 fee for publishing and mailing is due each year on your birthday.

BIRTH DATE: ___/___/_____ DATE EMPLOYED BY UAL: ___/___/_____

LAST DOMICILE: _____ RETIREMENT DATE: ___/___/_____

MAILING ADDRESS (If other than above)

E-MAIL ADDRESS: _____

TELEPHONE: (____) - _____ WIFE'S NAME: _____

PLEASE INDICATE YOUR INTERESTS AS A RUPA MEMBER:

- 1 () Candidate for officer position or committee member.
- 2 () Writing for NEWSLETTER or assisting in its production.
- 3 () Attending "Folding & Stuffing" sessions.
- 4 () Representative for your geographic area.
- 5 () I would help in planning convention and convention activities.
- 6 () I would help in planning local activities, i.e. telephone committee, etc.
- 7 () None of the above.
- 8 () I don't wish to participate in RUPA activities.
- 9 () Other interests (please explain).

COMMENTS:

WELCOME!

PLEASE RETURN TO: RUPA,
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Vineburg, CA 95487-0285

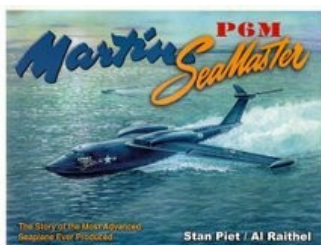
ABOUT THE COVER: Martin P6M-2 SEAMASTER (YP6M)

With the advent of the need for nuclear weapons delivery, in the '50s, President Eisenhower was cutting as many military programs as possible. A proposed "super" aircraft carrier, probably similar in size to today's ships, capable of handling long-range (3000 nm) Naval bombers, was cancelled, and the funds concentrated into the new USAF SAC and nuclear submarines. The Navy began to feel its carrier navy might be on Ike's chopping block, and tried to develop a long range seaplane capable of delivering bombs, laying mines, refueling from a/c, ships and submarines, as well as acting as a transport for Marines, even as an aerial tanker. The first design (XP6M) was powered with 4 Allison jet engines that paralleled the fuselage, but the inboard after-burner engine blasts created fuselage metal fatigue, and the design was changed to more powerful P&W outward-directed exhausts (YP6M), without after-burners. The aircraft's performance exceeded the main SAC bomber, the B-47, in speed at 0.9M (600kts) at low level bomb delivery altitudes, and it could cruise at 40,000' also. Low altitude wing-twist problems limited the B-47 to just 425 kts. The first two prototype SeaMasters were destroyed as the result of inadequate hydraulic power to the T-tail actuators. Eight were built before the program was axed. There were too many different Navy aircraft operating, at the time, to get the funding.



THE NAVY and Martin Aircraft unveiled the radically new XP6M-1 seaplane in January. The big aircraft is powered by four Allison J-71 turbojet engines with take-off afterburners and is capable of speeds over 600-mph. The Seamaster will cruise at 40,000 feet and will carry a 15-ton payload. New hull, T-tail, and inverted dihedral in wings, are features.

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The Story of the Most Advanced Seaplane Ever Produced
Martineer Press, 808 North Shamrock Road, Bel Air, Maryland
21014 martineer@aol.com



Good article on these military seaplanes at <http://www.vectorsite.net/avcmast.html>

DANA POINT RUPA LUNCHEON

Left out in Pete Hansen's 'IN MEMORIAM' last month was: 'A Celebration of Life was held for Peter 'Pete' Hansen followed by refreshments and memories at Pete and Maryte's home in Laguna Niguel, CA. on December 12, 2008. Pete passed his last 'Final' on December 7, 2008. He was 73. He is survived by his wife of 47 years, Maryte, son John, daughter Karen and grand children Travis, Zachary, Lukas and Charlotte.

He started his flying with the RCAF. During his 5 years with the RCAF he flew Chipmunks, Harvards, T-33s, Caribous, Otters, C45s, and DC3s. Careers in the RCAF were very limited and far between. Though Pete was enjoying his flying and was reluctant to leave, he decided to take advantage of the shortage of qualified pilots in the US when the Airlines began the big expansion in the mid 60's. Pete flew 31 years with United, flying DC-6s, B727, DC10s and 747s.

Today's meeting was held inside the *Wind and Sea Restaurant* due the heavy rain showers that were passing rapidly though the area. By the time we sat down for our Lunch it had turned sunny and warm . Great seating inside in the bar area, for our group. Nice view but who was looking out the window. Rick Hoefler was holding down our tables when we arrived.

Present were: Park Ames, Carlos Bernhard, Bruce Dunkle, John Grant, Jack Healy, Rick Hoefler, Ed Judd, Ed Krieger, Jerry Meyer, Bill Meyer, Bill Rollins and Bill Stewart.

Conversations came on fast and were quite varied.

The Red Bull races coming once again to San Diego May 9 and 10.

Tail icing on commuter aircraft and the unfortunate Bombardier DHC-8 accident at Buffalo.

The Dakar Road Race. Carlos was there to see the end of the Race. This race was held in Argentina/Chile. More like a very extended Baja race.

How ORD got its name. From Lt. Butch O'Hara, the 1st Navy Ace with 5 kills in one fight.

His dad, "Easy Eddie", had worked for Al Capone, as a lawyer, and turned states evidence again Al Capone. There was a thankful absence on talk that was political.

Oh and yes, Park did get in a few good Jokes! *Ted Simmons*

SW FLORIDA RUPA LUNCHEON

The weather here in SW Florida returned to a normal eighty degrees after a short cool snap and 27 members turned out for our luncheon on February 9, 2009.

Your host could not remember which jokes he had told the group so I related that I had just told my wife, Janice, that I had a sudden urge to buy a Corvette. She told me, frankly, to go to bed until the urge passed!

Our speaker for the meeting was combat veteran Chuck Ley. Chuck related how his father was a WWII C-46 pilot and "carrier pigeon". They dropped supplies behind enemy lines. Chuck was wounded during the Somalia fighting. He presently works as a marketing consultant and sponsors a charity known as Cigars For Soldiers. Cigars For Soldiers not only supplies cigars, but many other personal items to the soldiers in combat zones. Our group voted to make a donation to the cause. You can find the charity at www.cigarsforsoldiers.org

Attending: Wallis Alves, Bill Bates, Gene Chapman, Norbert & Carole Cudnowski, Skip Irwin, Bruce Lecher, Bob Maben, Faith Osborn, Ed Prose, Dot Prose, Ed & Ruth Riehl, Jack Sodergren, Don Sullivan, Mamie Thompson, Ellis VanAlstine, Earl Walsh, Ray & Twilla White, Tom & Jackie Willman, Elaine Conrad, Guest Chuck Ley and,

your host, *Gary & Janice Crittenden.*

PBGC'S FINAL DETERMINATION LETTERS, BY DOUG WILSMAN, 2-12-09

On July 27, 2007 (19 months ago) I received my final determination letter from PBGC. I believe that about 2,600 other pilot retirees, who suffered no reduction in their benefits from the plan termination, also got one about that time. Roger Hall's URPBPA website (www.ualpilotpension.com/) has a message dated October 3, 2008 indicating PBGC has notified them that the balance of the final determination letters (FDL) will start going out this spring---maybe about 4,500 of them, I think. I don't know if PBGC has formally notified anyone else besides URPBPA ----I think maybe not. The *RUPANEWS* has published in its February 2009 edition a letter from URPBPA urging retirees to notify them when they receive their FDL. I don't know if URPBPA will act on behalf of pilots who are not members in good standing.

After reading a bunch of letters on the Internet lately, it seems that lots of folks may not remember the process used by PBGC to determine benefit payments. The first thing to remember is that PBGC calculates a participant's post termination benefit two different ways ---PC3 and PC4---and it pays the greater. The PC3 benefits only divvy up UAL money between some of the participants and the PC4 adds federal money when the PC3 benefit to a participant is insufficient to achieve the PC4 statutory entitlement taken from a table according to the participant's age on 12-30-04, the date of plan termination (DOPT).

First for PC3, it is important to establish that PBGC has credited all the UAL money it has received for the pilot's plan. Then it will be subject to argument whether PBGC has set the future investment yield high enough. The higher the assumed yield the more the benefits that the UAL money will buy! And PBGC must use a reasonable mortality table----if participants are assumed to live longer than reasonable, they will get lower PC3 benefits. These factors have the potential to lift all PC3 boats.

After the PBGC establishes the present value of all the UAL money as of the date of plan termination (DOPT), they divide by the present value of all the PC3 participants' future benefits to establish a PC3 funding percentage. I am guessing that the original funding percentage of 80.3% which was used to calculate PBGC's initial PC3 benefits will go up slightly with the final determination because more UAL money delivered late in the process will be credited.

Another thing to keep in mind is that all plan participants who were age 53 or older on the DOPT are part of the PC3 group and PBGC is divvying up UAL money among them according to the federal ERISA law. That includes about 1,500 who were active pilots on the DOPT, age 53 or older.

PC3 is a zero sum game. If one group's PC3 benefits are elevated, the remaining groups must be reduced, everything else being equal. If PBGC determines now that it erroneously undervalued the PC3 benefits it assigned to one participant sub-group in February of 2006, that will reduce the UAL money available for the balance of the PC3's, everything else being equal. We have an example of that. During the 2006 PBGC road-shows, after the initial PBGC PC3 funding percentage had been established at 80.3%, PBGC corrected the PC3 benefits for about 400 participants who had been erroneously credited with too little forgiveness of furlough time. Hypothetically, if everything else were to remain equal, that correction would reduce the final PC3 funding percentage from its 2006 value of 80.3 %.

Speaking of the PC3 funding percentage formula, its divisor is equal to the present value as of the DOPT of future benefit payments, where the benefits have been reduced by ERISA for such things as the three year and five year look-back. For PC3, ERISA arbitrarily reduces benefits to a participant's benefits effective on 12-30-01 using the benefit formula in effect in the 2000 ALPA Agreement. Even if the PC3 funding percentage were hypothetically raised to 100%, (like it actually is on US Airways) that wouldn't soften the impact of the ERISA look-backs that much.

The dilemma for the individual retiree will be to determine whether PBGC's final determination in his particular case is reasonable under the ERISA law. He can't simply complain to PBGC that his benefits under the plan have been reduced by a certain percentage---they already know that.

DW: ORD-LAX, 52-85

DENVER GOOD OL' BOYS RUPA LUNCHEON

The Feb meeting in Denver occurred on a very nice day (for February) and a good turnout resulted at the (*American Legion Post 1*). Al Snook brought UAL Ret'd. Capt. Susan Hytinen and she has promised to return. We'll look forward to seeing her. The group unanimously voted Capt. Hytinen into the Denver Good Ol' Boys.

Jim Reid had his 'ever present' camera, and lined those assembled up for a group photo, which seemed to go off well after someone noted that the photographer's thumb was blocking the flash. At any event pictures were taken and Jim promises they will be circulated.

The bell sounded some time after the photography, and all was well at the buffet. There were seconds for those so inclined and even with some having had seconds on dessert, there were leftovers in that account.

The scribe made his usual attempt at humor and was graded one for two. (one acceptable joke for two attempts.) The recent demise of Bill Fife's wife Mitzi was noted, as was the 'final flight west' of Ret'd. Capt. Roger Deitrich.

There were several other announcements of a general nature, and the coordinator's motion to be removed from office was tabled at the motion of Sam O'Daniel. Sometime in the early afternoon, the meeting devolved into socializing, and most drifted into other pursuits.

Those in attendance included: Bill Hanson, Mack Connelley, Phil Spicer, Curley Baker, Tom Hess, Al Dorsey, Ed Cutler, Hugh Moore, Pete Cecchinelli, Bob Sannwald, Dick Shipman, Jack Davis, Bill Hoygaard, Allan Snook, Susan Hytinen, Dave Murtha, Bob Dietrich, Don Johnson, Sam O'Daniel, Jim Popejoy, Mike Williams, Jim Nist, Hud Dean, David Horwitz, Stanley Boehm, A.J. Hartzler, Duane Searle, Cliff Lawson, Dick Kobayashi, Carl Harder, Bob Crowell, Russ Ward, Gerry Baker, Charles Fellows, George Maize, Jim Reid, and the coordinator and scribe, *Ted Wilkinson*

THE S.E. FLORIDA GOLDCOAST LUNCHEON

Our RUPA group got together at the *Flaming Pit Restaurant* on Feb. 12th. We had a good turnout and even added a new Snowbird to our list, Ed DeChant. Other Snowbirds in attendance were Chuck Smith and Bob Beavis. Don Collins brought his friend and neighbor, Bruce Oswald, a retired Fed Ex pilot. Jim Good flew his airplane over from the West Coast for the meeting. Joe Jenkins was unable to attend and sent his regrets. He was tied up riding his Harley motorcycle in the FL Keys with his fellow gang members. He missed a great lunch. We were served by our favorite waitress, Beverly.

The following joke circulated during the meeting:

A flat-chested young lady went to Dr. Smith about enlarging her tiny breasts.

Dr. Smith advised her, "Every day after your shower, rub your chest and say, "Scooby doobie doobies, I want bigger boobies!"

She did this faithfully for several months and she grew terrific D-cup boobs!

One morning she was running late, got on the bus and in a panic realized she had forgotten her morning ritual. Frightened she might lose her lovely boobs if she didn't recite the little rhyme, she stood right there in the middle aisle of the bus, closed her eyes and said, Scooby doobie doobies, I want bigger boobies."

A guy sitting nearby looked at her and asked, "Oh! Are you a patient of Dr. Smith's?"

"Yes I am.... How did you know?"

He winked and whispered, "Hickory dickory dock...."

Our next meeting will be on Thursday, March 12th. Snow Birds are welcome to attend! Hope to see you all there! Your scribe, *Dick Bodner*

TREASURE COAST SUNBIRDS

Our first meeting of the new calendar year, 2009 was held at *Mariner Sands CC* on Jan. 13, 2009 with 15 Stuart, FL area "guys" in attendance. As usual, there was a lot of conversation going around the "area" and one table was trying to out-do the others in the VOLUME category. We had 15 Retired Pilots in attendance and you know how that goes. Of course you do, if you're reading this article, YOU are part of the problem or you are related to ONE who is part of the problem.

Those that contributed (in varying amounts) to the mayhem were: Dick Baese, Jack Boisseau. Bill Cole, Vince Consigli, Jim Dowd (our Host), Del Gartner, Clay Grant, Skip LaRocque, Andy Lambert Don Onofrio, Ted Osinski, Bob Schaet, Sid Sigwald and myself (the Scribe) Bob Langevin. OH, wait a minute.....how could I forget, Jim Morehead honored us with his presence and he drove "all the way up" from the Ft. Liguordale area. Now, THAT is really 15+ because Jim Morehead really counts as more than ONE. (In honor of Jim's reputation, we only collected the ONE luncheon fee of \$13.00 however)

After the lunch was over, the group spent at least an hour telling good ole war stories about the days gone by. In many of the stories, the names (withheld of course) that came up involved many of the legends in the old MIA domicile. Of course, quite a few of the MIA legends.....had "system wide" reputations. So, all of the guys were AWARE of the "individuals/characters" that were being mentioned. It sure was a lot of fun and yes, WE need to do that more often. Our meetings are held on the 2nd Tuesday of every month through April.....so if you are in the area, stop in, we'd love to have you.

February 10, 2009

Our 2nd meeting of the New Year was awesome. In honor of Valentine's Day, our meeting this month was Co-ed. What a GREAT turnout we had (a total of 33) and a wonderful time was had by all. Our February meeting gives the wives an opportunity to meet each other AND to put some faces with the names that they hear about during the year. A terrific chance to MEET and GREET as they say.

Those in attendance were: Paul Andes and Lineke; Dick Baese and Linda Collins; Bill Cole and Louise; Jim Dowd and Connie; Del Garner and Pat (along with Pat's son, Mike Forte an American Pilot); Clay Grant; Frank Guglielmino and Carol; Don Jefferson and Jane; Skip LaRocque and Jean; Andy Lambert: Don Onofrio; Ted Osinski and Hellevi; John Pinter and JoAnn (CLE Crazies type); Bob Schaet and Linda: Sid Sigwald and Georganne; Bill Smith; Dick Starita and Guest; and Bob Langevin (the Scribe) and Kimberly.

After the WELCOME and a few administrative type announcements.....we all attacked the beautiful and well stocked Buffet Tables and had a wonderful time talking and eating (NOT necessarily in that order). It was a terrific Luncheon and an AWESOME time was had by all. I'm looking forward to next February already, WHEN our LADIES will be joining us once again. To all of the UAL pilots out there, if you happen to be in the Stuart, FL area and it's the 2nd Tuesday of the month, C'mon by and join us for lunch. We'd love to have you and you will love our Buffets (thanks to Jim Dowd, our HOST) at *Mariner Sands CC*. The starting time is always at 11:30 AM and Jim's phone # is 772-286-6668 for more information. Hope that you'll come by and say HI. Our March meeting will be on Tuesday, March 10th. For those of you who live up NORTH, we down here in So. FLA hope that Winter will go out like a lamb for you and that Spring will be early this year.

Respectfully Submitted by, *Bob Langevin*

2009 RUPA CONVENTION

Registration Form

The convention will be held at the *Denver Embassy Suites/Tech Center* from Sept. 24-27. Mention RUPA for a rate of \$109. This includes breakfast each day and a 2 hour free cocktail party every day. Hotel phone # is (303)792-0433. Tours will be handled on a separate registration form. You are encouraged to register early so that the organization can make the proper arrangements.

Name: _____ **Spouse/Guest:** _____

Address: _____

E-Mail Address: _____ **Phone:** _____

Registration Fee: \$15/person \$ _____

Thursday Buffet: \$15/person \$ _____

Sunday Banquet: \$25/person \$ _____

Banquet Meal Selection: Oven Roasted Salmon ___ Grilled London Broil ___ Stuffed Chicken Breast ___

TOTAL \$ _____

Two full day tours and two half-day tours

Full day: Rocky Mountain High-Includes gourmet box lunch picnic. Estes Park and Stanley hotel included in tour. \$71.00

Colorado Springs-Pikes Peak-buffet lunch included \$62.00

Half-day: Denver City tour-includes Molly Brown House, Brown Palace Hotel, Millionaires' row, and Trinity United Methodist Church. \$47.00

Foothills Fandango-Includes Red Rock Amphitheater, Lookout mountain and best of all the Molson/Coors Brewery. \$36.00

Complete form and make a copy for your records. Determine total amount and send a check made out to RUPA along with a completed registration form to: Ron Jersey, 3 Pheasant Lane, Gorham, ME 04038. Tel. (207) 839-6943. **Registration and food only.**

Hilton hotels has created a personal web page for RUPA. You can make hotel reservations using this web site. To access: <http://tinyurl.com/7aqhg4>

If you have any problems opening the site, contact me and I will send you the Link.

I/We would be interested in a tour of the UAL Training center on Friday afternoon. Yes _____ No _____.

HAWAIIAN ONO NENE'S RUPA LUNCH

Dear Ono Nene.

We had our first lunch of the year yesterday the 12th. The food was excellent at Hawai'i Kai's newest restaurant, *Maile's Thai Bistro*. In attendance were Diane & Larry Becker, Alice & Buddy DeCosterd, Janine & Duke Miller, and Corky, Maya, & Jim Sorensen.

Next month we will meet at *Mid Pac*, and since Thursdays they will switch to buffet only, we will meet Wednesday the 11th. Hope to see more of you then.

Aloha, *Jim*

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Our February 9th lunch was more magical than expected! With hail and rain showers still lingering in the area and white caps on the bay – with just a bit of wind straight down the runway – our lunch bunch enjoyed a special treat! Richard Myer (retired 2004) joined us for the first time and shared some of his award winning magic tricks! Fascinating to watch and fun to experience, Richard delighted us all! Those attending included Robert Gifford, Will and Fran Blomgren, Paul Fewel, Richard Myer, Paul Olson, Sunee and Milt Jines, Carlos and Judy Quintana, Connie and Beth Ege, Pete and Donna Walmsley, and yours truly!

We discussed the possibility of having lunch at *Quail Lodge* in Carmel Valley – yes “the” *Quail Lodge*! We would be able to order off the menu, order with separate checks, enjoy a 15% discount, and absorb the beauty and open space of the golf course for free! Of course all the captains present thought the 15% discount was enough incentive to schedule our April 13th (second Monday of the month) lunch at *Quail* (free newspaper included)! More details to follow at our March lunch.

Our next scheduled lunch is **Monday March 9th** at the *Golden Tee* restaurant, Monterey Airport, at 11:30 a.m. Remember to please RSVP at (831) 622-7747 or email: one747czi@redshift.com a week prior!

Happy Con Trails, *Phyllis Cleveland* – retired 2007 - SFOFO

NORTH BAY RUPA LUNCHEON

Even missing a few "regulars", the February, 2009 North Bay RUPA luncheon had a nice turn-out, for a couple of pleasant hours over lunch, at the *Petaluma Sheraton's Tolay Room*.

Call-ins, unable to attend, had their best wishes relayed...and Bruce McLeod was welcomed as a first-timer..

Woody Lockhart flew in to the nearby Petaluma airport in his Cessna to attend.

A brief review of industry/aviation news was given, and the bulletin board had several articles regarding United Airlines displayed. News that a UAUA mgt exec had sold a rather large block of shares at over \$10, just prior to the price dropping to \$8, was noted. Health and Welfare Chairman George Hise pleased the group with even more news of items previously thought suspect of causing a host of problems, now being exonerated by further testing, and examination...good news, indeed!! Thank you, George! The current state of the FICA/Medicare situation was discussed, and a request for information, and assistance, to pursue this issue to a fair and equitable solution to all involved was made. The gentlemen working very hard on this, on their own time and money, could use more help! Check out the *Retup* BB on Yahoo for the latest!

Some aviation memorabilia was passed around, including a 1967 pay scale, and Barney Hagan brought a 1960's magazine, advertising for pilots at United with little to no flight time. Several attendees had responded, and enjoyed a long and successful career! A recent internet site that had displayed old United DC-6/B-377/Convair/727/DC8 ads was mentioned..the site pulled the video for unknown reasons, but a DVD copy, recently obtained from "HenryTenby.com" or "Airlinehobby.com" provides 84 minutes of when airline travel was truly a class act!

A book of WWII memorabilia was also displayed..all the items in the book were from a local Petaluma military store, and it was suggested that, when the wx gets more pleasant, that those interested meet early, before the lunch, and pay the store a visit!

In attendance: John and Sharon Candelo, Ken and Shirley Corbin, Tom and Joyce Grey, Bill McGuire, Jules and Sybil Lepkowsky, Barney Hagan, Dan and Chris Bargar, Randy Hinz, Larry and Dee Whyman, Rick Saber (Norton I), Dick Smith, J.C. Brandt, Bob Grammar, Cleve Spring, Bruce McLeod, George Hise, Dick Hanna, Bill Greene, Dick Lammerding, Woody Lockhart, Bill Wheadon, Leon Scarbrough, and

Bob and Doris Donegan.

RUIN YOUR HEALTH WITH THE NEW STIMULUS PLAN:

Commentary by Betsy McCaughey

(Betsy McCaughey is former lieutenant governor of New York and is an adjunct senior fellow at the Hudson Institute. The opinions expressed are her own.)

Feb. 9 (Bloomberg) -- Republican Senators are questioning whether President Barack Obama's stimulus bill contains the right mix of tax breaks and cash infusions to jump-start the economy. Tragically, no one from either party is objecting to the health provisions slipped in without discussion. These provisions reflect the handiwork of Tom Daschle, until recently the nominee to head the Health and Human Services Department.

The bill's health rules will affect "every individual in the United States" (445, 454, 479). Your medical treatments will be tracked electronically by a federal system. Having electronic medical records at your fingertips, easily transferred to a hospital, is beneficial. It will help avoid duplicate tests and errors. But the bill goes further. **One new bureaucracy, the National Coordinator of Health Information Technology, will monitor treatments to make sure your doctor is doing what the federal government deems appropriate and cost effective.** The goal is to reduce costs and "guide" your doctor's decisions (442, 446). These provisions in the stimulus bill are virtually identical to what Daschle prescribed in his 2008 book, "Critical: What We Can Do About the Health-Care Crisis." According to Daschle, doctors have to give up autonomy and "learn to operate less like solo practitioners."

Keeping doctors informed of the newest medical findings is important, but enforcing uniformity goes too far.

New Penalties

Hospitals and doctors that are not "meaningful users" of the new system will face penalties. "Meaningful user" isn't defined in the bill. That will be left to the HHS secretary, who will be empowered to impose "more stringent measures of meaningful use over time"

What penalties will deter your doctor from going beyond the electronically delivered protocols when your condition is atypical or you need an experimental treatment? The vagueness is intentional. In his book, Daschle proposed an appointed body with vast powers to make the "tough" decisions elected politicians won't make.

The stimulus bill does that, and calls it the Federal Coordinating Council for Comparative Effectiveness Research (190-192). The goal, Daschle's book explained, is to slow the development and use of new medications and technologies because they are driving up costs. **He praises Europeans for being more willing to accept "hopeless diagnoses" and "forgo experimental treatments," and he chastises Americans for expecting too much from the health-care system.**

Elderly Hardest Hit

Daschle says health-care reform "will not be pain free." Seniors should be more accepting of the conditions that come with age instead of treating them. That means the elderly will bear the brunt.

Medicare now pays for treatments deemed safe and effective. The stimulus bill would change that and apply a cost-effectiveness standard set by the Federal Council (464).

The Federal Council is modeled after a U.K. board discussed in Daschle's book. **This board approves or rejects treatments using a formula that divides the cost of the treatment by the number of years the patient is likely to benefit.** Treatments for younger patients are more often approved than treatments for diseases that affect the elderly, such as osteoporosis.

In 2006, a U.K. health board decreed that elderly patients with macular degeneration had to wait until they went blind in one eye before they could get a costly new drug to save the other eye. It took almost three years of public protests before the board reversed its decision.

Hidden Provisions

If the Obama administration's economic stimulus bill passes the Senate in its current form, seniors in the U.S. will face similar rationing. **Defenders of the system say that individuals benefit in younger years and sacrifice later.**

The stimulus bill will affect every part of health care, from medical and nursing education, to how patients are treated and how much hospitals get paid. The bill allocates more funding for this bureaucracy than for the Army, Navy, Marines, and Air Force combined (90-92, 174-177, 181).

Hiding health legislation in a "stimulus" bill is intentional. Daschle supported the Clinton administration's health-care overhaul in 1994, and attributed its failure to debate and delay. A year ago, Daschle wrote that the next president should act quickly before critics mount an opposition. "If that means attaching a health-care plan to the federal budget, so be it," he said. "The issue is too important to be stalled by Senate protocol."

More Scrutiny Needed

Recently, President Obama called it "inexcusable and irresponsible" for senators to delay passing the stimulus bill. (*By reading it –Editor*) In truth, this bill needs more scrutiny.

The health-care industry is the largest employer in the U.S. It produces almost 17 percent of the nation's gross domestic product. Yet the bill treats health care the way European governments do: as a cost problem instead of a growth industry. Imagine limiting growth and innovation in the electronics or auto industry during this downturn. This stimulus is dangerous to your health and the economy.

Editor: This bill is now the law, and now we, including Congress, will find out what's in it.

URINARY TRACT INFECTIONS (UTI)

At age 97, our mother passed away too young. Other than failing eyesight, she was in good health, and was a young 97. (My brother and I were constantly mistaken for her husband.) But she started acting 'goofy' and paranoid, and the medical profession was little help, if any. By accident, we stumbled onto the problem after three months of being in the dark. A relative recognized the symptoms as something his mother had gone through, and recommended a five-day urine culture. By insisting on that, we found out that she had a raging case of UTI. The cure was about three weeks of antibiotics, and she returned to normal.

Unfortunately, after three months of undetected UTI, the amount of antibiotics required to cure the problem was too much for her system, and she went down hill from there and eventually succumbed to it.

The message is that if you have an older relative or acquaintance that suddenly starts acting strange, **INSIST ON A FIVE DAY CULTURE**. A one day urine check 'to determine if further tests are warranted' won't disclose the problem. It makes me wonder how many older folks are diagnosed with 'dementia' when a UTI may be the real culprit.

Editor: Same disease affects men, of course, though men are more prone to it at older ages and their treatment and cure is more difficult. Symptoms could be mistaken for prostrate problems.

Avoid by drinking lots of water, also cranberry juice and Vitamin C are recommended.

More at: http://www.kidney.niddk.nih.gov/kudiseases/pubs/uti_ez/index.htm

Ken Ewing, DENFO, March '91

EDITOR'S NOTES

February is a short month, particularly for the *RUPANEWS*, where, because of our mailing schedule, we close out the March files and start getting ready for the printer just about the time you get the Feb. issue. Usually reading the *RUPANEWS*, sparks some Letters, Meeting reports, etc., so this issue might be shorter than usual. It looked really short, for a while; there was near total panic here, as I lost all the March files for two days. Using computer software, even after 25 years, produces surprises, every so often, but computers are so easy to use these days, you have to really work to screw-up. They were in there; I just hid them from myself. Incidentally, I need a Folder of articles for future issues, so if you have any ideas, send them. Not too long, usually two pages are all I can use, at a time, but I can edit, if it's not too long and I have time.

With the "Stimulation" spending package going thru Congress, expect to see 1980 Jimmy Carter inflation rates, or worse, in your fixed-income future, so we better start planning. Universal Health laws are coming too, and they favor younger citizens, and can adversely affect us.

I pointed out in recent issues that there is a group organizing to fight the IRS's rejection of all attempts of pilot retirees to get back the taxes on Non-Qual pension benefits, which were taken from our last paycheck, in advance of the income, never received because of UAL's BK. By the time many found out there was a chance of getting those taxes back, the IRS began telling filers that it was too late, based on intentionally false interpretation of a law that applied to Personal Income tax, and not FICA/Medicare tax. After our many member letters protesting that law didn't apply, they finally dropped that reason for denial, and now their only reason for final denial is that there is "**no basis**" in the law for refunding those taxes. Therefore, you may file for the refunds without that time constraint. Do it, but it would be best to get the process completed (Denial) in order to join a lawsuit, or you may have to form your own group. We need the "final determination" letter to show the Court that we have satisfied the agency's remedy process before we can join the suit. In my opinion, this is a very simple case, and we will prevail, once it gets to Federal Court. It makes no sense for the IRS to risk losing their unconstitutional "tax before income is received" (golden-parachute) statute. They'll settle, I believe. If you did not get two different pension checks ea. month, you can't apply for this refund

We have this down to a few steps, and our Group, using Yahoo!'s free software, has put the IRS Form and Instructions in two Files that you can download and use to get the claim in the system. Our group is RETUP (Retired United Pilots), similar to RUPA, but online with speed of light access and responses. I am a Co-Moderator with Pete Sofman (NY Skyscrapers RUPA) and we will help you get started. First, you must join Yahoo and RETUP. Without the Yahoo password, you can't access the files and databases, photos, message archives, etc. The process has been simplified by Yahoo geeks to the point that it is almost too complicated to use. For advertising reasons, I guess, you have to get a free Yahoo address or one of their affiliates. If you don't check your yahoo.com mail, you will not get our message asking who you are! They only tell us a Yahoo ID, or alias, is asking to join, so every month pending members are dropped automatically because we can't reach them. **Eight**, as I write this. So, don't use an email address you won't check, but edit your personal Yahoo "profile" to receive RETUP mail to your normal email address. Keep the yahoo.com free service because you can use it anywhere in the world you can get online. Once you understand the problem, it is not so frustrating. The process used to be simple, so they changed it. Give it a try, and if you don't hear from us, email us, directly, for help. Join at:

<http://finance.groups.yahoo.com/group/retup/> Denis

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 285, Vineburg, CA 954879-0285 — or — E-mail: rupa.sectr@yahoo.com

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

SEC/TREAS MUSINGS

Gentlemen, and Ladies. My name is Leon Scarbrough, and I took over the duties of Sec/Treas from Bruce McLeod in Dec, and by the time you read this, I will have been at the desk for 3 months. Bruce told me it would take 3-5 hours per day, and I said “**No Way!**”

Me helping you, and you helping us. 1) Check the label, so you are not late with your dues, and get sent a birthday notice. Amazing how well that works. And for those going E-News, just remember when it's your birthday, send your check. Piece of Cake. 2) Send me your checks; send Denis your letters.

And do note the change of address. The Half Moon Bay PO Box will stop forwarding mail soon, so double check where you are sending your checks.

My Story: 6 years in the USAF, 31 years with UAL, retired for 10 years, lived in Sonoma, CA for 39 years. No credentials for this job, so bear with me.

Leon Scarbrough

P.S For those who have been asking about the missing Directories, we didn't distribute them this year, but we have about 25 extra copies of last year's Directory, if you lost yours. \$5 check to Sec/Treas will get you one.

TUCSON'S ANNUAL MEETING

January 27th was a clear and cold (for Tucson) day with the temperature only in the mid 60s when we got together for what has become our annual luncheon at the *Tucson Country Club*. We had to raise our price this year to \$17pp (including tax and tip) in order to include dessert and accommodate the increase in the club's prices.

This year we invited Ray Carroll, Pima County Supervisor, to be our guest speaker. Ray fielded several questions from a few in the group who had opposing views on a couple of Ray's chosen topics. Topics ranging from taxes, spending issues, and even to the red light and speed cameras that are being placed around Tucson and the State of Arizona. He likened the use of these cameras to the Big Brother idea in George Orwell's 1984.

We also invited Tom and Suzi Harmon to attend as our guests. Tom is Tucson's Station Manager and is retiring after 28 years in Tucson and is the longest serving station manager in United's history. He is retiring only because United is closing Tucson as a mainline city. United says that it will continue to service Tucson with United Express flights and Tom said that he hoped that United Express might actually increase some flying out of Tucson. But he was not certain of that. Nor was he sure what would happen to the current employees of United here in Tucson. All in all, he did not present a pretty picture to those assembled.

Those attending, in addition to the Harmons and Ray Carroll, were: Mike Allum, John Anderson, Bob and Eileen Bartsch, Young Cage, Bev Goodlow, Jim and Jan Guest, Carl and Liz Hankwitz, Vic and Bev Hansen, CB and Sue Leaser, John Mawhinney, Ed and Meredith Parsons, George Raymond, Randy and Pam Ryan, Mike Schurig, Bob Steeneck, Don Sutherland, and John and Diane Voishan. Woody Morgan was also scheduled to attend but due to the weather up north he couldn't fly back to Tucson in time for the lunch. Did I mention that it was clear and sunny in Tucson but that the temperature only made it to the mid 60s?

If you are thinking about coming to Tucson next January and might like to attend the luncheon please send me an e-mail (randyryan40@msn.com) and I'll make sure you are notified. *Randy*

SOUTHERN OREGON RUPA LUNCH

Greetings from southern Oregon. As we talked about via the internet we had our lunch today with but three of us there. Steve Fusco and my wife Marty and I. Not unusual for our group as we are few in numbers. Rarely more than 6-8, more likely 3-6. I started the group shortly after retiring in 1994 desiring to maintain United friendships. I talked with Cleve and Milt, consulted the RUPA and ALPA lists and wrote to every pilot in the local area. Interestingly I found some simply not interested in furthering United contacts, some mildly interested and, what has proved to be a core group, a smaller group that has met for these many years....sometimes few, other times more. A few have passed away, a few have moved, several have moved into the Rogue Valley.....the recent arrivals John Cairns, Michael Bennett, Bob Beanblossom. Those who go back Art Lumley, Bill Monfort, Bob Finley, Bob Keasby, Dave Ellis (our most senior member at 90 plus who looks and acts better than the rest of us!), Don Parker, Don Creech, Rob Miller, Steve Fusco, John Cherry and myself, Bob Niccolls. We meet at the *Pony Espresso*, a delightful coffe/lunch house in Jacksonville (the town itself on the register of national landmarks from its gold history). The Pony was created and opened by Bill Monfort while still flying and since has passed hands to a younger couple who do a nice job. We meet the third Thursday of each month and I try to put out a reminder via the internet prior. We welcome all and if you come, noonish on that third Thursday, look for the group of guys telling bad stories, usually with the hands in the air describing something wonderful.

Cheers to all, *Bob Niccolls*

LOS ANGELES SOUTH BAY LUNCHEON

Nine of us met today at the *Hacienda Hotel*. Because of the economy the bar is now closed during the day so we did our socializing in the dining room. I only noticed a couple of people suffering from the lack of hard booze.

As of next March the South Bay and Valley will meet on the second Thursday of the month. Old reliable members included Chuck Raphael, Arvi von Nordenflycht, Don Krueger, Trudy Buck, Norm Marchment, Walt Albright, Gene Gawenda, Loyd Kenworthy, and

Yours truly, *Rex May*.

GOLF BEGINNER

A retiree was given a set of golf clubs by his co-workers.

Thinking he'd try the game, he asked the local pro for lessons, explaining that he knew nothing whatever of the game.

The pro showed him the stance and swing, then said "Just hit the ball toward the flag on the first green."

The novice teed up and smacked the ball straight down the fairway and onto the green, where it stopped inches from the hole.

"Now what?", the fellow asked the speechless pro.

"Uh... you're supposed to hit the ball into the cup" the pro finally said, after he was able to speak again.

The retiree replied, "Oh great! NOW you tell me!"

GAO EXPLORES BK PENSION DISASTERS

Retiree, Jim Morehead, advised RETUP members that his friend and current ALPA R&I Chairman, Jim Bowman, is advising retirees with major, even crippling, pension losses to give him their names if they want to be interviewed by the GAO's data gatherers who are, apparently, collecting info on the probable unintended consequences of recent business bankruptcies. We know that the GAO is interviewing retired pilots of ALL bankrupt airlines, including United, and contacted the current MEC for volunteers to answer questions. Something stimulated this interest, and some good may come of it. Maybe those letters to Congress finally reached a critical mass, or maybe the new Administration is looking for ways to spend "Stimulus" money fast. I am sure we can get commitments to spend it as quick as it comes, but he warns us not to get too excited, or start spending yet. Generally, other retirees, who did not have pensions amounts that were above the ERISA "qualified" limit, suffered very little by former employer bankruptcies, if they didn't retire early, and in those cases, if was voluntary, as a rule.

MEDICAL COVERAGE TERMINATED

I'd like to share with you what happened to me at the end of 2008. I like to think I'm in reasonably good health, but something happened that shook my senses! Somewhere in the first week of November I received my monthly retiree medical bill for me and my wife. I put it aside in a stack of bills to be paid. Then, in the first week of December I got the bill again, this time for two months! Whoa, I thought I paid that! I put that bill aside to be paid. Somehow, that second bill got misplaced just like the one in November. Then, in the first week of January, 2009 I get a letter saying my retiree medical coverage was terminated as of 11/01/2008. Yikes! What happened? I screwed up! I quickly fired off a letter of appeal to the United Benefits Service Center in Des Moines, IA, simply saying that I had made a very big mistake and asked that I could be reinstated and make up the payments I missed! By the way, they give you a phone number to call if you have any questions, 1-888-825-1066. Don't believe it, no one ever answers that number! After many numbers and phone trees to nowhere, I finally got to a Blue Cross Illinois person who connected me to someone in the Benefits Center. He informed me I was under consideration by a panel and no decision had been made. This was in the middle of January. About a week later, I tried the same connection through Blue Cross and was told my medical had been reinstated. I received a letter from the Benefits center written January 31st that I had been reinstated. Whew! So, I'm back on track again.

What happened? I was careless and forgetful in keeping up with my bills. Were these early Alzheimer's symptoms? I don't know yet, but I'll keep you posted, if I remember to! I really think it was a relaxed state of mind of a ten year retiree who was letting things slip. I hope so! I'm embarrassed to be telling you this, but I wonder if anyone else has done something like this.

Mike Kaufmann ret. 9/1/1998.Santa Cruz, CA mpkpa@cruzio.com

PHOENIX ROADRUNNERS LUNCHEON

The Phoenix Roadrunners Group met for lunch on February 10th at the *Horny Toad* restaurant in Cave Creek. Present were Corey & June Liston, Ken & P.J. Killmon, Bob & Judy Steeneck, Frenchy Bourgeois, Gary Dyer, Charlie Schwob, Mike Carlin, Bob Howard, and his designated driver Lou Eagley, ..

Ken Killmon

LETTERS

HARLEN E. BELL—Moneta, VA

201 Oak Hollow Rd (New Address) “Old age is very unhandy.” After saying that, the alternative is not very nice. Now retired 24 years, and just finished building a new home. ??????? (don't ask me—just something to do.) Am in the process of moving in and getting furniture from storage and buying more.

Health holds.—A lens implant in the left eye, now have both of them on HI-BEAM. Dentist seems to be getting more friendly with me, and nite time sleep seems much shorter. No traveling—enough going on locally to keep me in the loop. Family is all well, hate living alone, must have calmed down some, last BP was 127 over 67; if it gets any lower, I'll start getting concerned. My goal now is to be retired as long as I was employed. Hey, at least it's something to try for. Remember—Automobiles aren't the only thing the “maker” recalls. *Harlen*

HUGH BERRY—Lincoln, CA

Year 2008 was certainly different. I accepted the presidency of the Lincoln Hill RV club. So, that took more time than I anticipated. However, I am enjoying it. In fact I signed up for another year. We have 5 or 6 rallies a year plus a monthly meeting, and a Christmas party. The VP sets up the parks and wagon masters. The rallies run 5 or 6 days and sometimes back to back. Limit it to 30 or 40 rigs as that is the limit of the capacity of the park club room. We don't boon dock as they like the full hook ups.

We went to Maui in February. Not the RV club, ha ! That would be something on a barge and an ocean tug. Kind of like the Copper Canyon on a flat car. We purchased a time share there, after all this time. The family loves it there, so it's a good place for reunions. In July, I became a member of the zipper club, so they call it. Had some angina and we decided to investigate. Had the angiogram and showed blockage. Had a surgical opening the next day, so went for the by-pass x4. Plus did a heart ablation to attempt to correct the a-fib. (it worked). Heart rate was low and lower after surgery, so put in a pace maker also. Some say it takes a year to get back to normal. I am beginning

to agree. It's amazing how they can use the computer and the tech to check the recorded operation of the heart and tweak the pace maker to adjust to your activity.

Took the RUPA cruise in Oct and used the elevator to my personal embarrassment, but it was a great cruise. Looking forward to the Convention in September. Thanks to all you old folders and lickers, I miss being with you. Guess you may be out of a job with the electronic mail. Time to get “On The Road Again”

Hugh Berry hugh1812@starstream.net

JAMES BIESTEK—Evergreen, CO

I've been pondering what direction to take in this letter; should I do like some and brag about how fit I am, or do like others and go through a long list of component failures of the body physical? I think I'll brag.

After 11 years of retirement, I can still get into my uniform. (But I can't button it)

I still have 20/20 vision. (But now I have to put on two pairs of glasses. (One is no longer powerful enough)

As far as sex goes, I'm still in the tri-weekly category. (Actually, it's spelled "try weakly", but it sounds the same.)

People are amazed at how successful I am at investing. (My wife marvels that I have anything left at all.)

My investments continue to beat the market. (The dow only went down 40%- my investments went down 53%.)

I can still pick up free newspapers and I'm one of the few left who still bothers to look groundward, hoping to find a lost penny. (But only if I'm wearing both pairs of glasses)

I can still jog short distances. (but only when a "call of nature" unexpectedly arrives)

I would finish this letter, but I just pissed my pants. Just kidding.

The check's in the mail. Don't spend it all in one place. *Jim*

P.S. Now to the serious stuff. Thanks to Denis and the rest of you guys that keep the *RUPANEWS* and the RETUP forum going. It means a lot to us old far... oops, I mean folks.

A couple weeks ago I had a great tour of the *USS Midway* in San Diego. I spent a few hours in the capable hands of a two-member tag team of docents that included fellow Ruparian/Retup-ian, Ted Sholl. I enthusiastically recommend that tour.

CHARLES CLEAVER—Los Altos, California

Dear Denis: Another year down the tube. 87 years now and 27 years of retirement. No big trips last year, except to Eagle Field, the Army primary field that I taught at before joining United Air Lines at the end of 1944. They have a reunion every year for the past employees and cadets attending plus about 500 outsiders who are just interested in history. B25, Stearmans, plus PT22, and various home built show up. A real time warp party. Everyone wears uniforms and dresses of that era. We will probably be going again this June 13 and have nieces and nephews from Seattle down for the three day party. Molly Flanagan Littlefield will be bringing her Stearman down from Seattle Area and I anticipate we will get another ride. It is always fun. I see in the latest issue of RUPA that one of the instructors that was there with me, Clyde Mathieu, passed away this last January. He was also retired from United Airlines.

Most of my time is spent maintaining my old body. Between blood testing, medications and doctors appointments, it occupies a lot of time, but it all keeps me alive. Peach trees in the back yard are just about to bloom. It looks like we will have a good crop this year. My oldest daughter Marcie is still with Merck, the pharmaceutical company, and doing very well. In her time off, she has 5 cows she is shoveling after and breeding for 4H youngsters. They seem to win blue ribbons. All of this on 5 acres, a large barn, and out-buildings for her animals. My other daughter Alicia has over 22 years with UAL as a stewardess, and fly's domestic. She has been able to pick up a few MAC trips, the latest one to Guam, bringing back submarine sailors. My niece Janice Van Fredenberg, is still with UAL as a stewardess and has over 42 years of service, mostly flying to Japan now and will be retiring in about a year and a half. She will be coming down and hopefully fly in the Stearman with Molly.

P.S. A note to Clair Lilley, you are in good hands with Dr. Senecal with your lung cancer. The very best to you. *Charlie*

KEN EWING—Littleton, CO.

A little extra for the kitty. Still in Littleton, keeping busy. (Don't ask doing what?) Since 1995, I have been involved with our AF pilot class with reunions in C. Springs, French Riviera, Washington D.C., San Antonio, Toulouse, France, and the final one in Branson, MO. Despite Parkinson's disease, Cliff Terry made all of them except the sixth one in Toulouse.

Apologies for the verbosity. Many thanks to the staff. *Ken*

CLAY GOLDEN—Grants Pass, OR

Hello again to all you tough men who weathered the good old days! Time again to get my two cents worth in. This past year has been a rather lax year. No travel other than in the local 4 state area. No class reunions of any organizations. Just getting content at the age of 80 to watch time fly! It has been a really upside down year with the elections, catching up with some of the mistakes cast upon us, and the almost total collapse of our economy. Seems the situation can go nowhere but up from here! (hopefully)

Still enjoying golf, bowling, dancing, and other exercising. Got a Wii to help with muscle tone. Not much improvement yet. I can now play golf in the rain and most other exercising without leaving the house! If you have one, try the Tiger Woods golf disc. Wow! You don't have to be a golfer.

As many of you have said, fewer names recognizable and two many comrades of our groups have flown West. Hope none of us have to appear In Memoriam this year!

Seems strange that most of our in income comes from a bankrupt government and for some a "B" fund investment we may have a little control over. We, especially seniors, could revert to an agrarian life style to put food on our tables! Many of us remember the days, and they weren't necessarily the good old days! We'll all make it, hopefully, but pity the younger generations that seldom faced those hardships.

I didn't mean to get negative, forgive me. The best for all of us I hope. I agree the postage fee must go up. I hope we don't revert to e-mail of the *RUPANEWS*. I'm still dial up!

May we continue to hear from all of you, and thanks to all the folders and stuffers and officers.

Clay Golden LAX-SFO, 1955-1987

HERB GOODRICH—Northridge, CA

Sorry to be late with my 90th birthday report. Thought I'd take this opportunity to include a brief resume. I started flying in the Army Air Corp class of 42K. Flew 63 missions in the SW Pacific 5th Air Force in B-24's (Liberators). Hired on with UAL Jan. 1946 and started flying out of Burbank, CA Mar 1946. Dec. 46 started flying out of Mine's Field, now LAX, on DC-3's. Checked out as captain 1951, and flew DC-4's, 6's, 7's and Convair 340. Married Hilda Anne Charles, a TWA hostess, in 1952. Transferred to JFK in '62 as a DC-8 captain, and returned to LA in '65. Started flying DC-10's in 1975, and retired Feb. 6, 1979. Never flew a Boeing except the Stearmans in military primary training. I'm very grateful I never bent any tin, had good health, good fortune, a good wife, 3 kids, 9 grand-kids and now, 2 great-grandchildren.

Enjoyed my 90th birthday party with 60 guests, including UAL folks Jim and Nan Day, Walt and Ann Tyler, Jack and Joyanne Moore and Bob Mosher. As I acquired macular degeneration in 2000 and was declared legally blind in 2004, I do my best communication over the phone- so call me at 818-349-6023, and we'll exchange hangar flying accounts. Thanks to all who publish this newsletter to keep us in touch. The check's in the mail! Herb Goodrich (as dictated thru his daughter).. *Herb*

FRANK GRONA—Goodyear, AZ

Dear Denis and other fine Rupanews workers: Thanks again for the great job you folks do keeping us all connected. The birthday rolling around (79) reminds me of all the good times we had at United when we were a "family".

It's been a tough year, started '08 out with a diagnosis of pancreatic cancer that is not treatable. Sold my boat I had built two years ago, connected with some old "flying buddies" here at Pebble Creek, and making the best of it all. My wife still loves me so it's not all bad. If anyone is in the Phoenix area, call 623-271-6163 - wine cellar is still full and the coffee pot ready.

Kindest regards to all. *Frank Grona*

FREDRICK HOPE—Ocean Shores, WA

Hello everyone. 12 years have gone by already since my retirement swan song flight.

Sarah and I are in good shape and keep active in many things. We just returned from Utah and Idaho where we did some skiing. We plan another week in B.C. in March.

Maritime Canada attracted us for a month last autumn. What a beautiful part of the country. A local in Nova Scotia told us there are just two kinds of people: Martimers and those that wished they were !!

We took in a Celtic music festival on Cape Breton Island-talk about some foot stomping music!

Last June we joined Ken and Nancy Bowen at Mountain Meadow Resort in the mountains of Northern California. There we witnessed the thunderstorm that started the fires that devastated the area for the rest of the summer. Needless to say Bowen's guest list at the resort was a little short last year.

I still terrorize the local skies in our flying club C-172. Sarah is still teaching piano. We are both active in the Lutheran Church here in Ocean Shores. We were introduced to Geocaching about a year ago and it's been fun doing that. If you don't know what that is go to www.geocaching.com. It's a great way to waste some time, get some hiking exercise and see some sights.

Thanks for all you do and for keeping us informed.

The check is in the mail- a little extra to buy Milt and Sam a beer !

Fred Hope hihope37@coastaccess.com

KAL & MARY KALPIN—Los Gatos, CA

Mary and I are still alive & kicking. We finally got some good snow, so we plan on going skiing next week. One more year and we can ski free at Squaw. Saw some old friends on the cruise last summer, much fun. I went fishing with my son in Alaska last July. The first day there I helped him skin out a bear, so that we could have the ribs for dinner.

I have been watching the news, and the way I have it figured out, you don't have to pay your taxes, unless you are looking for a presidential appointment, or a senate seat.

If you want to see some good fish pictures go to www.sugarcreekranch

Kal & Mary kalkalpin@hotmail.com

THE CRANKY FLIER

Posted: 23 Jan 2009 10:20 AM CST

United and Aer Lingus Could See Their Crews Disappear

I'm going to go out on a limb and say that both **United and Aer Lingus made a big mistake yesterday** when they announced a joint venture that I can best describe as goofy. But that's about the closest I can get to saying something nice. More importantly, United has decided that yes, labor relations can (and apparently should) get worse. Aer Lingus not only agrees, but it also has proven that it has no clue what to do with its business. I actually worry that in the long run, this could be the end of United. So for that, they've certainly earned themselves the Cranky Jackass award. Let me explain.

First, let's talk details. Aer Lingus and United will join forces to first fly Washington/Dulles to Madrid in summer 2010 (that's a lot of notice) and then fly elsewhere the following summer. All costs and revenues will be shared between the two on the joint venture routes. Aer Lingus will be responsible for actually **flying the route with three A330s** (1/3 of its existing long haul fleet, though 6 more A330s are coming in starting this year) that will have Aer Lingus branding on the outside and apparently both United and Aer Lingus branding on the inside. United will be in charge of actually filling the plane. It appears the crews will come from the US but won't be United employees. I'm not entirely sure how that will be structured yet, but my guess is that it will be low cost, non-union labor.

Let's look at the math for both airlines here, so we can understand why this is a disaster waiting to happen. This route should be a United route all the way. It's from the airline's IAD hub to a European spoke that has a limited Star Alliance presence. There are a couple ways to look at this. The innocent way is that United probably looked at Madrid and figured it either didn't have enough planes to devote to the operation or it didn't have the right number of seats on a plane to make the route work. My guess is that with Iberia already flying the route, it's a marginal one at best. So here comes Aer Lingus to fly it for them in a better configuration and likely with lower costs (especially with new crews). Now United loyalists can fly to Madrid when they couldn't before. Everyone's happy. But there's another way to look at it, and this is what scares me.

It's entirely feasible in my mind that this could be a way to eventually drive out the pilots and flight attendants completely. It may sound far-fetched, but think about it for a minute. United has already been effective at giving smaller aircraft flying to regional carriers. For 2009, **domestic mainline will be down at least 11.5%**. On the other hand, Express flying will be up at least 8%. The pilots loosened up and allowed this when the airline was about to die a few years back, and I'm sure they now regret it tremendously since they're seeing their jobs disappear.

Now United is effectively trying to do the same thing on the upper end of the scale, with long haul international flying. The airline has no new aircraft on order, so there's no prospect for growth for several years out. Instead, United is looking to outsource its growth, and I could see this extending to the entire operation. Now, if I were starting a new airline from scratch, I would seriously consider outsourcing my flying. (I'd keep my customer service folks employed, but that's another discussion.) An existing airline, however, really doesn't have that option, especially in a weak state. It's not like United could just dismiss all their pilots and flight attendants one day and be up and running again the next. Think of it like a strike. An airline would have to go through some severe operational pain before it could get there, and an airline in United's weak financial condition probably couldn't weather a storm like it barely did in the summer of 2000.

All that matters here is what the unions think, even if it's not the ultimate goal for management. If they see United's end game as the end of all their jobs, they suddenly have nothing to lose. Do they worry about putting the company out of business by working to rule and hurting the operation? No, they don't. Because if they think their jobs are gone anyway, they might as well bring down management with them. We don't know yet exactly how the unions will react, but we know they aren't happy. Take a look at the **ALPA's statement on the deal**. Here's a taste:

“ . . . This development, where United attempts to establish an airline operation without the use of United aircraft or employees, is nothing less than the outsourcing of jobs to an international company, and clearly demonstrates that this management continues to make business decisions without regard to its pilots and other employees.”

The United pilots are exploring every option to put an end to the company’s blatant disregard and lack of loyalty to the United Airlines brand.

Flight attendants won’t be happy either here, of course. And I really do fear that this could be a major milestone for when we look back in 5 years. You may call me alarmist, but I’m looking way down the road and I don’t like what I see.

Now let’s look at Aer Lingus math. Apparently, Aer Lingus has just run out of ideas. If you’re an airline with several widebodies on order, you’d think you’d have a good place to put them. But no, Aer Lingus has apparently decided that it has at least 3 airplanes that can do nothing better than fly some routes that it can’t market on its own. Not only that, but the airline has opted to try to staff the flights with employees from the US, so their own employees won’t benefit either. I suppose when you have the Irish government behind you allowing you to make stupid decisions, then this doesn’t seem so bad. See, the Irish just turned down **Ryanair’s bid** to buy the airline again, so Aer Lingus can continue making dumb moves. I’m sure Ryanair could come up with far better uses for those widebodies than running them for United with somebody else’s employees. It’s hard to make Ryanair attractive to labor, but a stunt like this helps. I doubt we’ve seen the last of Ryanair’s chief Michael O’Leary on this one.

O’Leary, of course, loves it. And really, he should. He put out a press release today entitled, **“Ryanair Congratulates Aer Lingus on Finding a Partner Which is Even Weaker and in Worse Shape Than Aer Lingus.”** At least someone is happy about this whole thing. I’m just afraid that this is a very short-sighted move that could have long lasting repercussions for everyone involved.

HELP DESK



MARK LUND—Carson City, NV

Hello Denis- Thanks to all the good folks at RUPA for another great year-

2008 was a good year for me-

I married Hildegard on 10/3/2008-

We are very happy-

life is good.

Mark Lund

RON LYALL—Vancouver, WA

Hello everyone, About to hit the big 70 Feb 19. So far so good, health-wise.

Don't like reading about those west bound aviators. I guess those are the rules though. Death and taxes, and taxes are certainly on the way. We are already seeing the massive spending.

Someone once said: "There is no one more conservative than a liberal, when they are picking up the tab". When someone else is picking up the tab, the sky is the limit. Looks like they are taking us through the stratosphere and then some. It seems like it would be a good idea for us to beat the rush and order our Safeway shopping carts now, so when inflation skyrockets we can wheel around our money. Do your cart-shopping now..

Well, I hope UAL survives. I would hate to see all those hard -working young pilots lose their jobs, not to mention the passes that will go down the drain.

I think we were all very fortunate to have made it through the gate a little bruised, but on dry ground for now. Other than that, how is the PBGC doing? Will it be stimulated or eliminated?

Happy Retirement, *Ron Lyall.*

GARY E. MCGAUGHEY—Denver, CO

Greetings All, Starting my seventh year of retirement, even with all the financial uncertainty, life is great. Rarely do I see my airline friends, but the RUPA Journal keeps me up to date on many of your activities. Thanks to everyone that gives their time providing this entertainment for the rest of us.

I could not ask for more over the last year, I spent time with my family, traveled, hiked in the

mountains, and did my best to get my monies worth from a season lift ticket at Winter Park Ski Area.

I took my grand children for their first visit to the Grand Canyon; that was a joy to be there with them. That first view of that wonderful place leaves an impression for a life time.

I had a friend that needed crew on her sailboat. I volunteered and spent a month in Fiji then a passage to Vanuatu for another month of cruising those islands. It was a trip of a life time, among some of our adventures in Vanuatu we visited an active volcano. By active I mean standing on the rim looking down in as magma was being blow a 1,000 feet in the air. I could write pages on the subject, however, I suggest if you want an adventure visit the remote islands of Vanuatu, you will not be disappointed. Life is good, wishing you a great year in 2009!

Gary E. McGaughey

GARRETT PAULL—Joplin, MO

As most of us express, I would like to add my appreciation to all the diligent volunteers of RUPA, not only the *RUPANEWS* guys and gals, but also to the pilots that keep the "Domicile" luncheons functioning every month. I very much enjoy reading about the news from the "News Letter". Thanks.....

Diane and I moved, this past year, from Colorado to Joplin, Missouri. I purchased a Honda, Yamaha, Suzuki Dealership, PowerSports of Joplin. What could be better than airplanes and motorcycles? It does keep me busy, as we have approx. 25 employees, but I feel like a kid in a candy store.

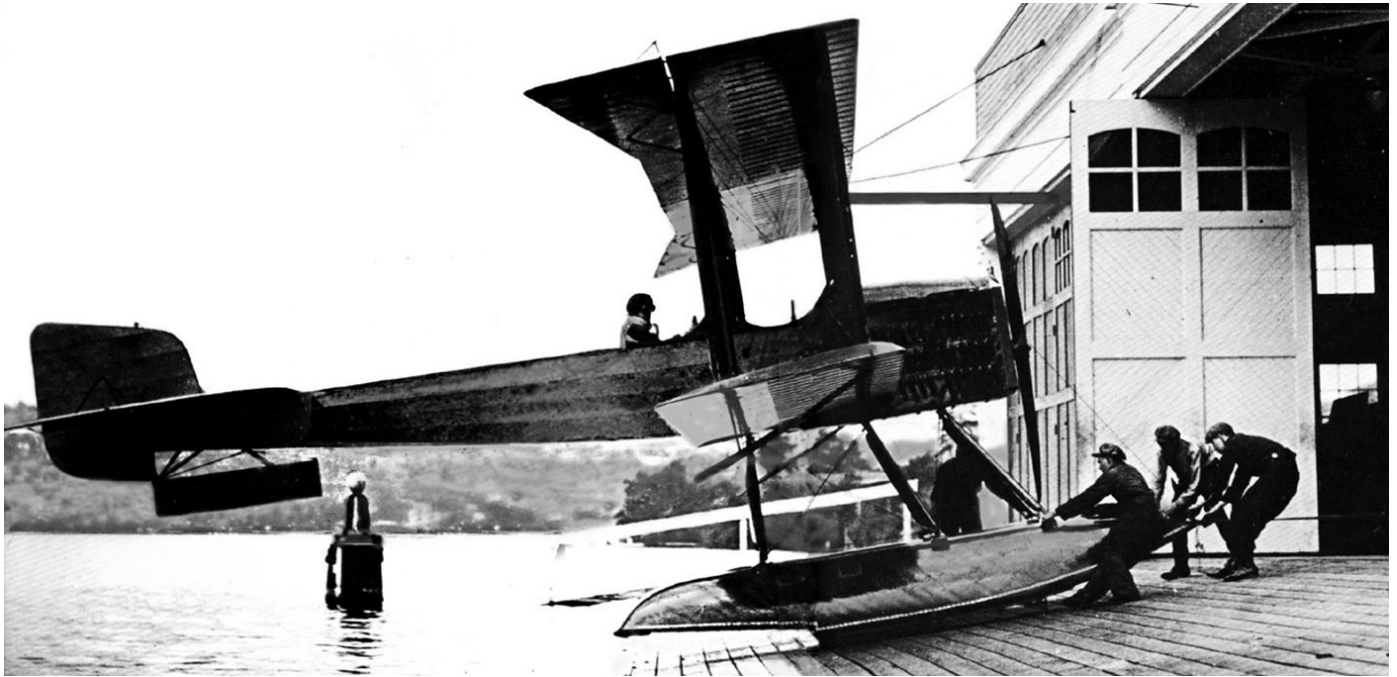
I was thinking about the wonderful career that we all had. Were we lucky. We were with the best of the best, United. Think about the great people that we had the fortune to work with: from Dentk, Dispatch, Domicile, Maintenance, to the pilots that we flew with. WOW! I started on the DC-6 and ended on the -400. From "round gauges" to "glass". Think of the technological advances we experienced. Again WOW! *The golden age of aviation,*

Garrett Paull



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



The “B & W” seaplane - Boeing Model 1 - William Edward Boeing was a wealthy Seattle lumber company owner. During Seattle’s Independence Day celebration, July 4, 1914, he took his first flight in a “pusher” Curtiss seaplane piloted by barnstormer Terah Maroney.

This 30 minute ride “hooked” Boeing on flying. In October 1915, following lessons at Glenn Martin’s flight school in Los Angeles, Bill Boeing took delivery of a \$10,000 Martin-built seaplane.

He soon “cracked-up” the fragile plane. When the Martin company informed him that a replacement would take six months, Boeing declared “I can build a better airplane, and do it faster!”

A good friend of Boeing’s, U.S. Navy officer Commander Conrad Westervelt, was astonished when Boeing asked him to design the new seaplane. Using the wrecked Martin as a guide, the new plane was constructed in less than six months. Wings and floats were assembled at Boeing’s Heath Shipyard on Puget Sound’s Elliott Bay and the fuselage was built in a hangar on Seattle’s Lake Union.

This first “B & W” (Boeing & Westervelt) was test-flown by Bill Boeing in June of 1916. It was powered by a 125 hp Hall-Scott A-5 and cruised at 70 mph with a range of 320 miles.

July 15, 1916 Boeing incorporated as “Pacific Aero Products Company” with himself as President and his cousin, E. N. Gott as Vice-President. Boeing “crated-up” the second “B & W” contacted the U.S. Navy and asked for test flights and a government contract. *Marvin Berryman - from the book “Boeing”*

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

JOHN C. PEDRETTI—Madera, CA

Check was in the mail early-I did not want to expire.

Can't believe that my last flight was 15 years ago or that I am 3/4 of a century old. Sounds terrible but life is good and still healthy.

Golf is great and still hoping to shoot my age. I have done it for 9 holes but not the full 18. Maybe I should check the "family bible" and get another birth date but I was never good at lying and cheating. I'm too old to start now. Still have the golf course for my back yard.

Last year was good except for the loss of our beloved little dog but she was almost 18-still hard to take.

I wish to thank you, Denis and all of the rest of you for the great work that you all do for RUPA. Until next year-god willing. *John C. Pedretti*
LAXFO 1961-1994

JAY PLANK—Hillsborough, CA

Denis--welcome aboard--thanks for taking the "job". Not a lot to report. Clare is doing well physically, but has dementia & aphasia which requires full time care. This of course limits our travel. Clare does like to ride in the car. We will try a week of visiting her son in Redondo Beach and a few days in Palm Springs.

Seems like we are all aging "fast". It was only a few months ago that I was 65!! How did I get so old so quick? Must be we are all enjoying life to the fullest. The first camellia's are out so spring is on the way.

Accolades to "Sully" & crew for their "waterlanding" of flight 1549. Well done. Till next year--check's in the mail. *Jay & Clare Plank*

DICK & WILMA RUSSELL—Port Orange, FL

Getting old is no fun but it is always interesting to read some of the letters and find out the various and unique solutions others have found to fix our deteriorating bodies. I have been fortunate not to have any ailments to report but today is my 79th birthday and just a few weeks ago had decided that I was a candidate for a hip replacement. I even

made an appointment with a surgeon but decided to go to my GP who asked me to point to exactly where I was suffering pain. When I pointed he said you don't need a hip replacement you have a sciatica problem. Medication was only a temporary fix and he ordered therapy which also didn't do the job.

Today, I had my last of 8 sessions with a Tae Kwan Do instructor. This Korean man ties my feet together and pulls and stretches every muscle in my body for a solid hour and I am happy to report that almost all the pain is gone.

Formation flying the T-34 continues to occupy a good bit of my time but am also back to playing tennis 3 times per week so I have few complaints. Our travel on UAL has been uneventful and they usually find first class seats for us.

Both sons are UAL B-777 captains but Jon has been bumped back to B-767/757 captain..... when they can train him.

Our son-in-law retired after 22 years as a professional soccer player in England and has moved the family to Daytona Beach. Our daughter continues to fly as a UAL F/A out of Dulles and we continue to enjoy our 9 grandchildren. *Dick*
russell20@cfl.rr.com

Speed Bump/Dave Coverly



RANDY E. RYAN—Tucson, AZ

2009 has gotten off to a good start with our annual luncheon here in Tucson. It was fun to see so many nice guys and pretty women. 2008, except for the stock market hits, wasn't a bad year either. We bought a cabin with a view in Summerhaven, 8,000' up on Mt. Lemmon. That should be a nice escape from the summer heat here in the valley and is less than an hour from our house.

Two weeks after buying it we traveled to Australia for a two and a half month vacation. After arriving in Sydney we took the Indian Pacific Railroad across to Perth, rented a car and spent time in Fremantle, then a week enjoying the wines and scenery of the Margaret River area. Then it was back to Perth to pick up a motor home and spend 29 days driving all the way up the west coast to Pert Hedland and back to Perth. Then fly to Darwin and take a four wheel drive camping trip with 26 Aussies from Darwin to Broome, to the Bungle Bungles, to Alice. Fly to Adelaide, rent another motor home and visit the Barossa Valley for its wines before driving the Great Ocean Road back to Sydney. Believe it or not, in those two and a half months we did not meet ANY other Americans. The Aussies we met, though, were all very interested in the American elections and were worried that there would be four more years of Bush. (Some believed that Obama was Muslim and were worried about that.) Oh, yes, we were lucky enough to get first class both ways.

Christmas saw a visit to Tucson from family, our two kids, Kathy and Greg, their spouses, Ken and Yolanda, and Yolanda's parents from Australia, all came to Tucson. It was nice to have everybody together for the holiday.

Thanks to all who make this publication happen. We look forward to reading it each month. As usual, if you are in Tucson give us a call and even if you don't live here, if you might like to attend the next lunch, in January of 2010, send me an e-mail at randyryan40@msn.com. *Randy*

JIM SHIPP—Battleground, WA

Annual letter time already. Naty and I are still spending our Summers on our DeFever 49 Trawler. Will be in the central part of the inland waterway in British Columbia this summer. It is quite a trip from Portland each year at 7 knots. Will do Alaska again some summer.

I was wondering if there is any way to compare our "B" fund (IRA) managers. I went to the retirement seminars in year 2000 and listened to all the speakers for 3 days and just gave up and tossed the dart at Cleary-Gull. They were okay, however what they said at the seminar was not what they really did. I have changed to Northland Securities for more personalized attention. I lost \$5800 with Tilton's bankruptcy, and have been taking that amount monthly from my IRA to keep my income level. I am down about 21% since changing January 2008. This includes my monthly transfers and also includes an extra \$10000 that I took. I found that I just could not manage a portfolio myself, even if I was home summers. It has been a real bummer for the economy since retiring in early 2001.

No medical, so don't fly my Supercub much, even though my health seems fine for an old geezer. Went to the doctor, and he said it would cost at least \$5000 out of pocket to do all the tests the friendly FAA wanted, and insurance would not cover tests for a third party, as I am not sick. I decided to just be without a medical.

I miss the contact with all those that I had the pleasure of flying with. It seems that it is a real shame to be so totally cut off from my 36 years as a pilot for UAL. I still think the pilot group and the retired pilots should buy the controlling interest in the company and dump the present management and Tiltons monkeys.

Sincerely, *Jim Shipp* 1964-2001 mostly SFO

DICK WIESNER—Seattle, WA

March 14th will mark my entry into the 10th decade of my life. I have been very blessed to have two wonderful wives—the first one for 50 years, and the second one now for almost 13 years. We have thanked the Lord many times. I am also very thankful for the 37 years that I was privileged to fly for UAL. They were certainly good years (with few exceptions). I am still enjoying good health, and so is Marie. I sometimes wished that they had extended the retirement age about 10 years, but can't complain about the years in retirement. I wish the best in life for all my friends and fellow pilots. *Dick*

WASP CRASH

A letter written for the newsletter that the USS WASP Association puts out.

Shipmate Ken Heilner asked in the June 1997 issue of the *WASPIRIT* newsletter if anyone remembered the crash on Mothers' Day 1961 that nearly sent the Wasp up in flames. I remember the crash on the flight deck. I was the pilot in command of S2F #00.

The query in the *WASPIRIT* newsletter shocked me. I was deeply touched and flattered that shipmates not only remembered but also cared enough, after all these years, to find out what happened to us.

Well, I'm fine! My co-pilot, Don Rogers, broke both his legs and he is doing well. I did sustain some damage – all kinds of broken bones and an amputation of my left leg – but my health is perfect. I've never missed a day's work and I fly fish in some rivers that would knock down a horse. I have a wonderful wife and three fascinating, grown children.

The crash occurred because of confusion on the flight deck and slipped communications all along the line. Most will remember that 1960's was the time of the missile build-up in Cuba. WASP and our Air Group played on the first team in the game against the Russian ships. That night in May we set up an exercise to show our intelligence people that we could operate in the dark and in bad weather. We were to practice CCAs; carrier controlled approaches by radar. Our plane, #00, was first up and we were told to make an approach and wave off ¼ mile astern. Don was in the left seat to gain CCA practice. We launched at dusk.

Later, on deck, the helicopter launch takes place but one helo goes bad and returns. The exercise needs a full compliment airborne, so HS 11 fires up the stand-by helo. Don and I begin our CCA approach. In another part of Air Operations, the pressure builds to get the stand-by helo airborne. Questions fly about the status of the deck. 'Green deck for helos' shot back in response several times, eventually gets shortened to simply 'green deck.'

The controller handling our approach overhears 'green deck' and relays to us the news every young pilot wants to hear; "You have a green deck, cleared for touch and go." I slap Don on the shoulder. "You take the touch and go, I'll take the final." It's now after 8:00PM and dark. He grins and settles in to chalk up a night landing. Life is good.

Most shipmates know that the deck is not lighted at night except for the small row of dustpan lights down the center. The pilot's attention is focused on the parabolic landing mirror that displays the plane's position on the glide path, a sort of visual Landing Signal Officer. Don is holding the glide path and the S2F approaches the fantail. No LSOs are on duty yet, but a young sailor at the LSO station sees what's about to happen. He takes the initiative and hits the wave off button. Don and I are startled and both throw full power to the big engines.

But we're already on the deck and already plowing and grinding a path through all the recovered helicopters. We start to flip forward, but just about amidships we hit the tractor towing the TF-COD plane. The grinding stops. It's dark and it's very quiet. I smell fuel and then taste it. I can hear the wind and Don making small motions. "You OK?" I ask. "Yeah," he says, "but I think we're on fire. My legs are burning." I tell him I don't think so, because I can begin to make out outlines and I don't see any flickering. We talk some more and it occurs to me the while we are having this conversation no one has come near the plane, I reach to take off my helmet, fail, tell Don that I know my left arm is broken. I reach around with my right arm, loosen the clasp, pull off the helmet and lob it out on the deck. I hear it 'whock, whock, whock' on the wooden deck and then a voice. "Jesus! There's somebody alive in there!" A very big sailor produces a very big knife and begins to cut me out.

I can only repeat what I was told about the events that happened next. The crew quickly recognized the threat from the nearly full load of ruptured aviation fuel that was by now streaming into the deck gutters

and down the side of the ship. All that training paid off as hoses unraveled, hatches locked shut and the crew went to work to restore the ship for its mission. I'm sure many shipmates have stories about what they did during the next two hours. With one spark the Wasp would have gone up, engulfed in flames.

I was taken below and attended to. My skipper came down to see me. He told me that a call had gone out for blood donors and that the line of volunteers snaked all around the hanger deck. A decision was made that I had to be flown ashore for treatment right away. The wreckage and fuel was going to make any launch tough, and this was going to be a night deck launch off the short leg of the angle. My squadron mate Jesse Markham volunteered to fly. The TF-COD was unusable so more work was needed to tear out a back seat in an S2F to make room for the stretcher. I was told that a large contingent of the crew lined up in a barrage of fire hoses and played water across the deck to minimize the threat of fire.

We launched. Our Flight Surgeon, Dr. Sullivan, had the great job of kneeling over me and making sure that the blood transfusions kept flowing. On the flight North, May thunderstorms formed and the bumpy ride made his job even harder. We landed at Norfolk and a waiting ambulance drove me to the Portsmouth Naval Hospital. The hospital was brand new and the driver had a problem finding the entrance. I teased him about it to put him at ease. I was rolled down a naked hallway, passed under a big white light and went unconscious for three weeks.

I have lots of funny stories about my hospital stay and insufficient words to describe how special was my treatment at Portsmouth and then Philadelphia, but that's another tale.

When I recall the whole incident, I really don't remember any pain or regret or sadness. What I always feel is humble that a whole ship and air group of the U. S. Navy went to so much trouble and took such risks just for me. It would have been a lot safer for everyone to decide against launching a plane from a fuel-soaked angled deck, but that's not how the Wasp and VS 31 chose to play it. I'll be forever thankful.

(Author unknown)

MEDICARE COVERAGE IN A NUTSHELL

The phone rings and the lady of the house answers, 'Hello.'

'Mrs. Ward, please.'

'Speaking.'

'Mrs. Ward, this is Doctor Jones at the Medical Testing Laboratory. When your doctor sent your husband's biopsy to the lab yesterday, a biopsy from another Mr. Ward arrived as well, and we are now uncertain which one is your husband's. Frankly the results are either bad or terrible.'

'What do you mean?' Mrs. Ward asks nervously.

'Well, one of the specimens tested positive for Alzheimer's, and the other one tested positive for AIDS. We can't tell which is your husband's.'

'That's dreadful! Can't you do the test again?' questioned Mrs. Ward.

'Normally we can, but Medicare will only pay for these expensive tests one time.'

'Well, what am I supposed to do now?'

'The people at Medicare recommend that you drop your husband off somewhere in the middle of town. If he finds his way home, don't sleep with him.'

IN MEMORIAM

DAVID LEON AREY

David Leon Arey, 84, of Salisbury, NC, passed away Feb. 2, 2009, at the N.C. Lutheran Home. He was born Oct. 29, 1924. In 1943, he joined the Army Air Corp, and by the end of World War II, he was a pilot of a B-29. After WW II, Dave and a friend purchased a private airfield in New Port News, Va., where he was a pilot instructor. He then joined United Airlines, retiring as a 747 Captain, after 34 years. His main hobbies were blue water fishing, golf and tennis.



GERALD "GERRY" O. BATTY

Gerry passed away on December 12, 2008 in Reno, Nevada. He was born July 24, 1922 in Carlinville, IL. He died in Renown Hospital after a short but courageous struggle with lung cancer.

He competed eight Years of school in a one room school house in Barnett, IL. Then graduated high school in Litchfield, Il, seventh in a class of eighty eight. In September of 1940 he joined the Army Air Corps and served his country until the war ended in 1945. After being honorably discharged in Chicago, he joined UAL as a mechanic and then later transferred to LAX. When UAL called for flight engineers he transferred to that position. Gerry obtained his pilot certificate when jets were introduced. During the Vietnam War he flew UAL cargo flights there with supplies. He retired in 1982 as a 747 Flight Engineer.

After raising three children with his first wife he was divorced and later met and married Ann in 1969. They spent their retirement between Lake Almanor, CA and Reno, NV. Gerry was an active member of the Elk's Lodge in both Lake Almanor and Reno for 25 years. He was a Mason for 65 years and a member of the QB hanger in Reno. He was also a staunch supporter of the 99s of which Ann is an active member

He was preceded in death by his parents, Oral and Mabel Batty, and older brother and a younger sister. He is survived by his wife of 39 years. There are three children all in Oregon. There are eight Grand Children and thirteen great grand children,

Regards, *Ann Batty*

HOWARD R. BLOMSTROM

This remembrance comes from Mark Blomstrom, Martha Balaam, and Carl Blomstrom. Our father, Howard R. Blomstrom (SFO), passed away in the early hours of December 4, 2008, in Sun City West, Arizona, with his children at his bedside. Dad and Mom, Pauline "Polly" Blomstrom, moved to Arizona late in 1996 after decades in Los Altos, CA, and they lived for the past few years in a beautiful retirement facility. Like so many pilots, Dad was blessed with robust good health nearly all of his life. An encounter with and complete remission from colon cancer 11 years ago, followed by a successful hip replacement several years ago, testified to his ability to bounce back through discipline, force of will, and positive thinking. The final year of Dad's life, however, presented an array of health problems that, in their entirety, were sources of pain that no prescription or procedure was able to overcome, so we are grateful that he is now at peace.

Dad died four days short of his 90th birthday. Family members were flying in to help him celebrate, so what had been intended as a birthday party became a celebration of his life, with children, grandchildren, nieces, nephews, and his sister-in-law present. It was a bittersweet occasion for relatives to gather, raise a glass of Jack Daniels to Dad, and share fond memories, recalling his fun sense of humor and his love of football, the books of Louis L'Amour, and the arias of Anna Moffo.

Our father was a small-town boy, born and raised outside of Salt Lake City. Descended from Swedes on his father's side and Mormon pioneers on his mother's side, he determined by the time he was at the University of Utah that he wanted to fly more than anything, and after graduating, he joined the Army Air Corps Aviation Cadet Program in July

1941. He was training in Deming, NM, on December 7, 1941, after which he got his wings, was commissioned a 2nd Lt., and was sent to Williams Field near Phoenix to train new pilots. He served a second training tour at Mather Field near Sacramento, and, after a B-17 checkout, was reassigned to the B-29, since he was then a captain with over 2,000 hours. He was in the 20th Air Force, 315th Bomb Wing, based on Guam, and flew missions over Japan. Many years later, his former navigator combed official records to learn that their aircraft was the last to clear Japanese airspace before the Enola Gay went in and, in fact, had passed the Enola Gay on its flight to Hiroshima. Among other decorations, Dad received the Distinguished Flying Cross. He later retired from the USAF Reserve as a Lt. Colonel.

He joined United in February 1946, flew many aircraft with many colleagues on many routes, and retired nearly 33 years later, in December 1978. To take nothing away from succeeding generations of skilled and talented pilots, Dad was of the era when earning your chops as an aviator was closer to barnstorming than sitting at a computer, and we were always enthralled with any flying story we could wheedle out of him—although true to his generation, his character, and the circumstances of war, he did not speak of wartime experiences, but for rare occasions in his later years.

Dad did well where it mattered most: he was a devoted husband, a good father, and a loyal friend. We will hold a memorial service for Dad in late spring 2009 at Alta Mesa Cemetery in Palo Alto, CA, and will notify *RUPANEWS* once we have set a date. Memorial contributions in our father's name may be made to the wonderful Hospice of the Valley, 1510 E. Flower St., Phoenix, AZ 85014-5656, or to the UAL Retired Pilots Foundation.

KENNETH W. MILES

Kenneth W. Miles formerly of Marengo, touched the face of God Saturday, Feb. 14, 2009. Kenneth was an aviation enthusiast. He started his love of aviation flying models. After high school, he attended Pittsburgh Institute of Aeronautics to become an aircraft mechanic. He began his career

in 1959 with *Capital Airlines* in Washington, D.C. as an aircraft mechanic. After a few months, he was furloughed and immediately hired by *United Airlines* in Chicago. In 1968, he transitioned to a pilot position, where he remained his entire career until retiring in December 1999. Besides training his son, daughter, wife, and friend Paul to fly, he passed his love of flying to everyone he met. "The family would like to extend our gratitude to the emergency staff of University of Tennessee Hospital and to the Thompson Cancer Survivor Center, a special thank you for an unsurpassed level of personal care and compassion." Survivors include his wife, Gerry Ann Miles; his children, Debbie (Ted) Clark and Ken E. (Lisa) Miles; his grandchildren, Samantha, Jason, Tyler, Alex, Olivia and Piper; and his sister, Susanna Orr. Ken was preceded in death by his parents, Ralph Emerson and Margaret Miles; and sister, Gwen Ramsey. In lieu of flowers, memorials may be made to the Thompson Cancer Survivor Center Foundation, 1915 White Ave., Knoxville TN 37916.

Condolences to his wife at:

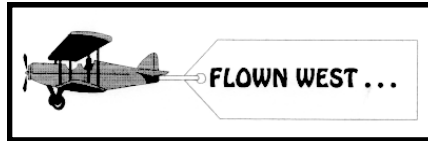
Gerry Ann Miles

2987 Hodges Landing Drive

Knoxville, Tennessee 37920-8132

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WILLIAM "BILL" KUSER	Oct. 29, 2008
HOWARD R. BLOMSTROM	Dec. 04, 2008
PETER H. HANSEN	Dec. 07, 2008
MARTIN R. HAYMOND	Dec. 07, 2008
GERALD "GERRY" O. BATTY	Dec. 12, 2008
CECIL P. ROBINSON	Dec. 12, 2008
RALPH D. WRIGHT	Dec. 12, 2008
BREEZE, HAREL R.	Dec. 17, 2008
JOHN THOMAS WOLTER	Dec. 19, 2008
JAMES G. JONES	Dec. 20, 2008
JOHN WILLIAM HALLORAN	Dec.24, 2008
FREDRIC W. HOWE	Dec. 29, 2008
REGINALD "REGGI" MARK FOWLER	Jan. 2, 2009
DAVID LEON AREY	Feb. 2, 2009
DUANE LAUGHBAUM	Feb. 4, 2009
EDWARD H. MENZER	Feb. 9, 2009
ROGER DEITRICK	Feb.11, 2009
KENNETH W. MILES	Feb. 14, 2009



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



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PERIODICALS

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Mailing: April 1, 2009

RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

1st Wed. SFO North Bay—*Petaluma Sheraton*
2nd Mon. Monterey—*Golden Tee* - 831-622-7747
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 Tue. PHX Roadrunners—*Horny Toad* - 623-566-8188
2nd Thu. LAX—(Even Mo.) *Hacienda* - 310-821-6207;
2nd Thu. LAXV—(Odd Mo.) *Mimi's, Chatsworth* - 818-992-8908
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* - 775-250-2672
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
June, NYSkyscrapers—*Montclair Golf Club, West Orange, NJ*: rupapetesofman@optonline.net
October, NYSkyscrapers—*Hostaria Mazzei, Portchester, NY*