
rupanews



Journal of the Retired United Pilots Association



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PRESIDENT'S LETTER

Our efforts, in sending the *RUPANEWS* to reach those who retired between 2000 and 2007, have resulted in limited success. The whole idea was to let them know we are out here and we want them to be a part of our organization. Hopefully, we will get further responses. If you know any of this group of retirees, or anyone who is not active, please urge them to join RUPA and invite them to a luncheon group if you have one in your area.

At the end of March, I went up to Seattle to have lunch with the Seattle Goonie Birds. The weather was everything one would expect for Seattle; gray skies, light rain and cool temperatures. The Goonie Birds meet at the Airport Marriott and it was rather like coming home as this was the site for the 2007 RUPA convention. It was an amiable group and an enjoyable lunch.

Going to Seattle the plane was fairly full; however, the return flights looked very bleak. I was even considering the possibility of spending the night. I had been reading the raves for Southwest in our member's letters and thought it would be worth a try. I walked up to the Southwest ticket counter with my letter of employment, (in our case, letter of retirement), paid a small fee and was shortly on my way; home before dark. If you would like to try Southwest, or any of the other airlines requiring a letter of employment, call the United Retiree Service Center, 1-888-825-0188, and ask for a letter of employment/retirement. They will mail you six copies in a week or two. Have them also include your spouse's name on the letter and you are set to go.

The 2009 Convention information/activities are in your *RUPANEWS*. You will find lots of interesting things to do in Denver with your fellow RUPArians in September. Check it out and make your reservations. Regards, *Larry*

DENVER GOOD OL' BOYS RUPA LUNCHEON

The weather for the April meeting of Denver Good ol' Boys was perfect and a good turnout resulted. It had probably been too wet for good golfing, at any rate, happy hour was its usual rousing success and the zymurgists were happily in evidence. The bell sounded at somewhere around noon and the trenchermen lined up.

Following the repast, the obligatory attempt at humor elicited a few chuckles, and the coordinator began the meeting by calling on Al Dorsey for an update on Pete Cecchinelli. Pete is enduring trying times. Dick Garbrick noted the final flight west of Edgar Eugene (Eddie) Biersdorfer. He had recently resided in Florida.

There was discussion of the pending lawsuit to recover the Medicare funds which were collected from unrealized future earnings of those pilots who received non-qualified pension payments. The period for joining the lawsuit will have expired by the time these minutes reach print.

There were no further reports of infirmities or final flights, so the meeting adjourned at a suitable hour.

Those in attendance included: Bob Sannwald, Al Dorsey, George Benkendorf, Tom Hess, Mack Connelley, Curly Baker, Phil Spicer, Bill Hanson, Bernie Stoecker, Hud Dean, Jim Nist, Sam O'Daniel, Maury Mahoney, Jack Davis, Ken Ewing, Fritz Meyer, Casey Walker, Susan Hytinen, Dave Murtha, Al Snook, Barry Edward, Jim Adair, Bob Dietrich, Dick Garbrick, Dick Shipman, Bill Hoygaard, Rick Madsen, Gary Gore, Bob Blessin, Jack Turner, Stanley Boehm, Cliff Lawson, John Thielen, Dave Johnson, Tom Johnston, Duane Searle, Russ Ward, Ed Cutler, David Horwitz, Charles Fellows, George Maize, and the scribe and coordinator, *Ted Wilkinson*

ABOUT THE COVER: Airbus A320

Photograph by Nic Summers

United Airlines flies more than 150 A319s and A320s. Both are part of the A320 “Family” derived from the original A320-100 that first flew in 1984. With the oil price rises of the 1970s, there was a need to minimize the trip fuel costs of air carrier aircraft. To that end, Airbus incorporated advanced design features in the narrow body single aisle A320 family. Those features include fly-by-wire flight control, composite primary structures, centre-of-gravity control using fuel, glass cockpit (EFIS) and a two-person flight deck. The end result was that the A320 consumes 50% less fuel than the 727. (*Per seat mile? Ed.*)

The A320 Family first entered commercial service in 1988 as the A320-200 variant with winglets. The A320-200 was added to United’s fleet in 1993. The A319 the second member of the “Family” entered airline service in 1996, and was added to the United fleet in 1997.

UA pilots fly the A319 and A320 with a single type rating, the result of identical cockpits and operating procedures. The A320 series are unique of being the first with side-stick control rather than the usual yoke with the aileron control wheel.

Technically, the name "A320" only refers to the original mid-sized aircraft, but it is often informally used to indicate any of the A318/A319/A320/A321 family. All variants are able to be ETOPS certified.

United is currently configured in 2 class service with 120 seats in the A319 and 138 seats in the A320.

Specifications:

	A319	A320
Length	111'	123' 3"
Span	111' 10"	111' 10"
Thrust	22.5-27000 slst*	22.5-27000 slst*
MTO	141,100	162000
Mmo	0.82M	0.82

* Sea Level Static Thrust

The initial Air France A320 crashed during an air show in Habsheim, France. While the crash was caused by pilot error in using the novel fly-by-wire system, a few more early incidents are also attributed to pilot errors. (*The “author” of these blatantly plagiarized notes remembers the comments: “Fly-By-Wire – NO WAY!!!” Memories of 2 Man Crew and ETOPS! Bruce.*)

THE HILLER AVIATION MUSEUM

San Carlos, California

If you have extra time on your hands and are looking for a fun filled educational adventure please consider joining me, and Retired Captains Bob Kibort, D.G. Mitchel, Dick Eckert, Bob Ebenhahn, Don Jensen at the Hiller Aviation Museum teaching young people how to fly on their twelve flight simulators. If you are lonely for some cockpit time you might enjoy explaining the flight deck and answering question for the museum patrons. They could use some help once a month on the week ends from 10 AM to 4 PM in the 737-200 and the 747-100 cockpits. If this challenge interests you please contact Mr. North E. West (Volunteer Director) at (650) 654-0200 Ext. 219 or go to Hiller.org and fill out a volunteer form and he will get back with you ASAP.

DANA POINT RUPA LUNCHEON

It was a beautiful day in the harbor following a couple of scorching hot days when new highs were registered. We were on the deck staying cool in the shade from the blue umbrellas as a gentle wind blew off the water and conversations quickly started.

Bruce Dunkle was busy getting pictures of everyone, which he later sent on to us through a Picasa website. Thanks Bruce. Great shots of all.

On Deck were; Bruce Dunkle, Bob Fuhrmann, John Grant, Jim Grosswiler, Rudy Haluza, Jack Healy, Rick Hoefler, Ed Judd, Ed Krieger, Bob McGowan, Jerry Meyer, Bill Meyer, Don Morgan, Bill Rollins, Glenn Schwarz, Ted Simmons and Joe Udovch.

Don Morgan said he is recovering nicely from the accident with his horse. Not back to riding again but hopes to soon. Thanks to Bob Fuhrman bringing a car full of guys including Don and Glenn Schwarz.

Reminder the Red Bull Air races are back in San Diego May 9 and 10. Well worth seeing.

That's all for now, *Ted*

HAWAIIAN ONO NENE'S RUPA LUNCHEON

Dear Ono Nene, Yesterday, April 8th, we celebrated lunch at *P. F. Changs* on Queen Street.

Besides reminiscing and talking dirty about medical problems, we also discussed the up coming "case" against our very own government vis-à-vis the taking of FICA taxes.

In attendance were Dave Crooks, Alice & Buddy DeCosterd, Yasuko & Yuz Morita, Corky & Jim Sorensen, and Jim Whiteley.

Next we will meet in Lani Kai on the 13th of May. Aloha, *Jim*

NORTH BAY RUPA LUNCHEON

The April/2009 lunch gathering of the North Bay RUPA group marked five years that we've met once a month to enjoy old friends, good and bad memories, and a good meal! Welcomed were Dick Lammerding's guest, Bob Hervatine, and first-timer, Ted Larusson, all the way from Sacramento. Call-in's regrets were passed to the group, and a moment of silence was observed, in memory of those attendees who had "flown West" since the gatherings began.

Health and Welfare Chairman George Hise gave a report on the new "Polypill" that incorporates five drugs in one pill, for heart-related problems. Ted Larusson gave a report on homebusinessstaxsavings.com, and it's program of tax reduction.

Dee Whyman brought a display of Easter basket items, and Barney Hagen briefed the group on "Hot Dog Thursdays", an event at the Pacific Coast Air Museum. J.R. Hastings advised of an upcoming Estate planning event at the Sheraton San Rafael, on May 9th.

The board had a few pilot positions available on display, the latest information re the FICA recovery effort, and some comments on the Fed Ex MD-11 accident at Narita. A few old Flying magazines, with pictures of Denver's airport in the 1950's, were passed around.

In attendance: Bob Grammer, Jim Mansfield, Larry and Dee Whyman, Dan Bargar, Ted Larusson, Barney Hagen, Bill McGuire, Dick Lammerding, Bob Hervatine, Deke and Merle Holman, Ken and Shirley Corbin, John Baczynski, Gary Koverman, Gardner Bride, Dick Smith, George Hise, Bill Smith,

Bob & Doris Donegan

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

Members Beth and Connie Ege and Donna and Pete Walmsley graciously hosted our first “off airport” lunch at *Edgar’s at Quail Lodge* in Carmel Valley on Monday April 13th! It was a little chilly so we opted to dine inside and enjoyed a cozy, comfortable, and entertaining luncheon. The food and service were fabulous!

Long distance RUPA Board member Floyd Alfson, *RUPANEWS* Editor Cleve Spring, and RUPA President Larry Wright made the long trek south from the Bay Area. Barrie Nelson from Scotts Valley joined us for the first time along with regulars Judy and Carlos Quintana, Brigitte and Paul Olson, Jerry Quitney, Diane Ellis, Fran and Will Blomgren, Nancy and Lee Casey, Jane and Jon Rowbottom, Dave Mackie, Diane and Jack Emerson, Richard Myer, and yours truly.

Barrie advised the group of the passing of Captain Doug Nicholson and the details about his memorial service in and *over* Marysville! Several character “stories” about Doug spontaneously followed with plenty of good humor in each and every “war story”. Jon (who is an instructor pilot at Boeing SEA) shared some very interesting technical information about the new Boeing 787. Larry brought the group up-to-date about recent RUPA changes, DEN convention news, and historical society information. Pete updated the status of his son who currently flies for UAL but is scheduled for furlough in September. Richard entertained the group with several wonderful magic tricks – the *lemon* was the best!!!!!! Richard is leaving for China for an international magicians show – a pilot with additional job skills! A few other “war stories” were told concerning the “notorious” and “usual suspects” – both in the cockpit and the cabin!

Because our lunch was so marvelous at *Quail*, the group voted to continue with lunches at *Quail* as long as we can order off the menu and use separate checks. Brigitte offered to host a luncheon at *Spanish Bay* where she and Paul are members – they will check into the details and advise us at the next luncheon. Because of these wonderful opportunities to dine at superb locals around the peninsula we will announce each month where our next luncheon will be hosted.

With those changes in mind - our next luncheon will be on *May 11th* at *Edgar’s at Quail Lodge* in Carmel Valley! Report time is *1130*! I will send an email reminder the Monday before the 11th for RSVPs. RSVPs can be made either by phone (831) 622-7747 or the preferred method of email: one747czi@redshift.com.

See you at *Quail Lodge – Edgar’s – at 11:30 on Monday May 11th*!

Regards, *Phyllis Cleveland* – retired 2007 SFOFO

LAX SOUTH BAY LUNCHEON

Had an even dozen for our April 9 lunch. The bar at the *Hacienda* had reopened so it made for a more sociable get together prior to dining. Everyone stayed for almost four hours.

We were honored with a visit from Wisconsin by Judy and Bob Gillette, the Valley contingent of Marcene and Doug Rankin, and the Newport rep Bill Meyer. The turn out was rounded by Walt Albright, Loyd Kenworthy, Tom Reidt, Trudy Buck, Norm Marchment, Dick McKay and yours truly, *Rex May*

THE INTREPID AVIATORS OF SOUTHERN OREGON

Hello to all. We had a great lunch yesterday with Art and Pam Lumley, Steve Fusco, Bob Keasby, Bob Finley, John Cairns, Michael Bennett and Bob and Marty Niccolls attending. At lunch Art Lumley graciously offered to send out the notices for the next couple of months as Marty and I head out on our circle the US drive. (and yes, I promise I won't bring pictures to the next lunch we get to!) My thanks to him for keeping the group going during this time.

Cheers to all, we'll see you on our return. *Bob*

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 \$ _____

Complete form and make a copy for your records. Determine total amount and send a check made out to RUPA along with the completed registration form to:

Ron Jersey, 3 Pheasant Ln, Gorham, ME 04038. Tel. (207)839-6943. Do not send me the money for the tours. 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:

embassysuites.hilton.com/en/es/groups/personalized/DENTCES-RUP-20090921/index.jhtml

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 _____.

Number of people _____

I/We would be interested in attending a Col. Rockies baseball game on Sat. Night Yes _____ No _____

Number of people _____

RUPA 2009 TOUR REGISTRATION FORM

September 24-28, 2009

Registration Options:

1. Register by telephone - (303) 830-6850
2. Register by mail – complete registration form below and include payment to:
CEO, Inc, 1115 Grant Street, Suite 202, Denver, CO 80203
3. Register by fax – complete registration form below and fax with credit card
information to: CEO, Inc. at (303) 830-6610

Please select tours by indicating the number of tickets (#) for each tour and its subtotal.

TOUR SELECTIONS

Deadline for tour signup is (date tba later)

Space is available on a first come, first served basis.

Date	Time	Tour	Cost per person	# of persons	\$ Subtotal
Friday, Sept. 25,	9:00am – 5:00pm	Rocky Mountain High Includes lunch	\$71.00		
Friday, Sept. 25,	9:00am – 1:30pm	Denver, A Mile High City	\$47.00		
Saturday, Sept. 26,	9:00am – 5:00pm	Colorado Springs Includes lunch	\$62.00		
Saturday, Sept. 26,	9:00am – 1:30pm	Foothills Fandango	\$36.00		
Sunday, Sept. 27,	9:00am – 1:30pm	Denver, A Mile High City	\$47.00		
Sunday, Sept. 27,	9:00am – 1:30pm	Foothills Fandango	\$36.00		
Total Amount Due (Please add 3.5% for registration fee)			\$		

Registrant Information

Registrant Name: _____

Mailing Address: _____ City: _____ State: ____ Zip: _____

Daytime Phone: _____ E-mail Address: _____ Fax: _____

Payment Information

Payment Amount: \$ _____ Type: Check ____ Money Order ____ MasterCard ____ Visa ____

Credit Card Number: _____ - _____ - _____ Expiration Date : _____

Cardholder's Name: _____

Please note:

All tours will depart from Embassy Suites Denver Tech Center. Buses will load one-half hour before scheduled tour. Bottled water will be passed out as guests get on the bus.

If a tour is cancelled for lack of participation a full refund will be given. There is a \$3.00 fee per person per tour if you request an exchange. CEO, Inc. advises all participants drink plenty of water before arriving and while in Denver. Please bring a sweater or jacket on the tours. Space is available for the tours on a first come, first served basis. After (date), registration will be available on-site at the registration desk upon arrival. Sign up early!! We invite you to call CEO, Inc. with any questions at 1-877-CEO-0411 or 303-830-6850.

CONVENTION TOURS INFORMATION

HALF-DAY

Denver, A Mile High City

Tour starts at the State Capital. Then on to the Molly Brown Victorian Mansion and the Kirkland Museum. Next is Millionaires' Row and the Trinity Methodist Church. Tour ends at the Brown Palace Hotel.

Foothills Fandango

Starts with a tour of Red Rocks Park and Amphitheatre. On to Lookout Mountain and the Buffalo Bill Cody Museum. Then off to the Molson/Coors Brewery for a tour and tasting.

FULL DAY

Rocky Mountain High

A drive up the Trail Ridge Road along the Continental Divide known for its spectacular high mountain beauty and some of the best watch-able wildlife in Colorado. Includes a visit to Estes Park and the Stanley Hotel made famous by the movie "The Shining" by Stephen King

Colorado Springs-Pikes Peak Region

Starts with a visit to the Garden of the Gods. Then on to the Air Force Academy for a tour of the Visitors Center, the Planetarium and the Cadet Chapel. Next is the Cave of the Winds. This is a 45 minute walking tour. A buffet lunch is included.

Registration for the tours is handled by the Tour Company. Use the enclosed Registration form.

ADVICE FROM SNOPE.COM

1) Any time you see an E-Mail that says forward this on to "10" of your friends, or sign this petition, or you'll get bad luck, good luck, or whatever, it almost always has an E-Mail tracker program attached that tracks the cookies and E-Mails of those folks you forward to.

The host sender is getting a copy each time it gets forwarded and then is able to get lists of "active" E-Mails to use in SPAM E-Mails, or sell to other spammers.

2) Almost all E-Mails that ask you to add your name and forward on to others are similar to that mass letter years ago that asked people to send business cards to the little kid in Florida who wanted to break the Guinness Book of Records for the most cards.

All it was, and all any of this type of E-Mail is, is a way to get names and "cookie" tracking information for telemarketers and spammers - - to validate active E-Mail accounts for their own profitable purposes. You can do your friends and family members a GREAT favor (PLEASE) by sending this information to them; you will be providing a service to your friends, and will be rewarded by not getting thousands of spam E-Mails in the future!

If you have been sending out (FORWARDING) the above kinds of E-Mail, now you know why you get so much SPAM!

Do yourself a favor and STOP adding your name(s) to those types of listings regardless how inviting they might sound! You may think you are supporting a GREAT cause, but you are NOT in the long run. Instead, you will be getting tons of junk mail later! Plus, we are helping the spammers get rich! Let's don't make it easy for them!

Also: E-Mail petitions are NOT acceptable to Congress or any other organization. To be acceptable, petitions must have a signed signature and full address of the person signing the petition.

Read the full story here:

<http://www.snopes.com/inboxer/petition/internet.asp> <http://www.snopes.com/inboxer/petition/internet.asp>

If you like something and want to pass it on: Cut and paste into a new email.

DO NOT FORWARD IT!!!!!!!!!!!!



Once Again..... on June 13th, 2009
RUPA & The Cleveland Crazie's
Mid – Summer's Do!



Directions

From I-77 or I-71 go west on I-480 and then...
From I-80 to I-71 North to I-480 West and then...

On I-480 to Great Northern Exits, Take Exit 6A
South on Rte 252 (Columbia Road) to the German
Cultural Center (approximately 2 miles) on Right.
Parking will be there, and transportation may *not* be
provided to and from the party site (about two
blocks). However drop offs are available.

At Richard and Carol McMakin's Home

24926 Nobottom Road

Olmsted Township, OH 44138

RSVP to Carol or Richard - Phone: 440/ 235-7595 E-Mail: rmcmakin@apk.net

We will start at approximately 4:00 pm. We will finish when we are finished!!!

**WE ASK THAT YOU BRING A DISH TO SHARE AND ANY CONDIMENTS, WHICH MIGHT BE
APPROPRIATE. ALTHOUGH AN EMERGENCY SUPPLY OF BASICS WILL BE AVAILABLE,
PLEASE BRING YOUR OWN BEVERAGE SELECTION.**

THE SPRUCE CREEK FLY-IN GAGGLE GROUP

The attached photo is of three retired United pilots on their way to breakfast. The aircraft are all Van's RV-8's two of which were built by their pilots. The lead is Bob Spillman a 2003 retiree. Bob was mostly Cleveland based and retired off the 400 out of ORD. Number two is Mike Kelly Mostly ORD based and retired off the 400 in 2004. Number three is Fred Schryver who was based almost everywhere and retired off the 747 in 1991. As you can tell by the paint job on Fred's plane he is a red tail.



We all live at the Spruce Creek Fly-in near Daytona Beach Florida. None of us had flown formation before moving here, but we all joined a very active group of formation pilots here and the rest is history.

Our Gaggle group consists of about 70 pilots who fly in formations of 4 to 6 aircraft. We fly about twice a week and at about 35 events a year. The events we fly in are missing man formations, Veterans Day events, Memorial Day and many others.

Our community is very active with over 500 aircraft based here. Homebuilding activity is strong with about one aircraft completed each month. Fred is finishing his second homebuilt project. Lots of flying and building, come see us sometime. *Mike Kelly*

S.E. FLORIDA GOLDCOAST APRIL LUNCHEON

Today, April 9, was our last lunch for the year and We met at our usual location, *The Flaming Pit Restaurant*. We had a fair turnout of 18 members, considering some of the Snow Birds (SUN BIRDS) have flown north.

The laugh for the month: A Beautiful Blond gets married and on her honeymoon night gets all decked out for bed. When she goes to the bedroom, she finds her husband bedding down on the Couch for the night. When questioned he replies he has given up sex for Lent. Her reply is when are you getting it back?

Those in attendance today were Bill Lancaster, Dave Dryer(From Port Charlotte) Stan Blaschke, Lyn Wordell, Dave Peat, Terry Lewis, Murray Warren(from up Stewart way) Ham Wilson, Dick Smiley, Art Jackson, Jimmy Carter, Ham Oldam, Jerry Bradley, Paul Livingway, Warren Hepler, Dan Kurt, Bill Garrett, and myself Ned Rankin. Regrets were sent by Emerson Bigguns, AKA Jim Moorhead that he had gone north in search of seasonal work.

Our meetings will start again in October, (second) Thursday of the month at *The Flaming Pit Restaurant* on Federal Highway across from the Pompano Beach Airport. Hope everyone has a Healthy and Prosperous summer. Till then, *Ned*

PHOENIX ROADRUNNERS LUNCHEON

The Phoenix Roadrunners met for lunch on April 14th at the *Horny Toad*. Present were Ken & P J Killmon, Cory & June Liston who we all helped to celebrate their 14th Wedding Anniversary. Also we had Frenchy Bourgeois and his friend Joan Dwyer. Others there were Gary Dyer, Charlie Schwob, Mike Carlin, Whitey White, Bob Howard and their friend Lou Eagley.

As we were leaving one pilot asked Cory if he could kiss his wife goodbye. Cory said yes, and then after the kiss he said I have never kissed a Captain before. June is still flying the line as a 767 Captain and based in Los Angeles. We are going to adjourn our meetings until next fall.

Ken Killmon

OHIO CLEVELAND CRAZIES (March LUNCHEON)

Twelve Crazyies and their wives assembled on a cold clear March 19 at the usual gathering place, *TJ's* in Wooster. Mostly from near they came but we did have the pleasure of the company of Rick Ogden from Pinehurst, NC. Always regular attendees when they lived in Wooster, it was nice to see Rick and to hear that he and Ronnie are doing fine in their NC digs. Two other of our group are also in Pinehurst, Tom and Sandy Race and Drew and Anne Steidinger and Rick brings word they are well.

Somehow or other tales of our flying days got started and the flying didn't end until after 3:00pm. (It just ended. We are never out of gas.) Sullinger's ditching elicited some rending bird collisons of our own, one, as I recall, going into Seattle, at night, on the "pole" (remember) in a 720 , just leveling at 10,000', a direct hit on the radome with attendant "wham". P'51's and P'38's with Allison's humming embellished the story telling. Those assembled represented a host of domiciles over the years and had you been in the group you would have heard a number of familiar names mentioned, all of course in endearing terms. Bleyle got us all checked out as engineers on the Cuyahoga Valley Railroad (or almost so). Kenny Wheeler, our resident storyteller, nailed a couple of stories as he always does. Taxes and legal documents, great planes and stories from the History Chanel (among other places) took up the balance of the afternoon.

We were missing our Grand Poobah, Rich McMakin who, on the day of the meeting, was resting uncomfortably at The Cleveland Clinic. He hadn't been feeling well and went in for a colonoscopy. Cancer was detected, surgery followed and he is making a good recovery. (Scribe's note: I just talked with Rich and while tired he is recuperating nicely at home. E-mail him a kindly word if you are so inclined.

Phil Jach, Ed Griffith, Vic Popelars, Joe Getz, Ken Wheeler, George Bleyle, Dick and Joanne Orr, Bob Olsen, Jim Burrill, Bill Dilzell, Rick Ogden and Dick Sanders gathered 'round. Joanne Graced our table and is very tolerant of the musings of these (mostly) pastured aviators who assemble regularly for the friendship and cameraderie.

For the Grand Poobah, *Dick Sanders* (interim scribe)

April Luncheon

The April meeting at *TJ's* restaurant in Wooster came on the first really lovely day we have had in months and still no snowbirds....

In for the luncheon were Ed Griffith, Bob Olsen, Gene White, Jack Heiszek, Bill Dilzell, Jim Burrill, Phil Jach, Joanne and Dick Orr, Harvey and Pat Morris, Dave and Kris Suits, and Richard McMakin. As usual, here in Cleveland, the ladies are always welcome and add a modicum of class to what would be a rather ... Oh well, you know the story.

Harv Morris help bring us up to date on trips and the cities to which he has flown and his reflections from the line. He still has five years and some to go. More power to you guy.

There was considerable discussion on the FICA Tax return attempts and the Roth IRA letter from the Vice President of "Total Rewards". Would not have called it "Total Rewards" but "Damned Due", but then what can one expect.

On the brighter side, the annual: "Mid Summer Do" will be held again at the McMakin's in Olmsted Township, on the 13th of June , beginning at 1600hrs, and continuing until it is over. Please, all you former Cleveland Crazyies mark your social calendar and do try to attend. Hope to have a notice in the *NEWS* soonest.

One other bit of news, we have petitioned the powers that be, (read President and Editors) to change our name in the magazine from Ohio (North Coasters) to the "Cleveland Crazyies" and make it official. This is being done under separate cover, and so look for us with a new name.

Have a safe and Happy Summer from the Cleveland Crazyies. *Richard McMakin*



NEW YORK SKYSCRAPERS RUPA COED LUNCHEON

WEDNESDAY JUNE 24th, 2009 - 12:00 noon - Cash bar followed by lunch

You are cordially invited to join your fellow retirees at the Spring luncheon of the New York Skyscrapers Retired United Pilots Assn. The luncheon will be held at:

The Montclair Golf Club: 25 Prospect Ave, West Orange, NJ
(Phone 973-239-1800)

The price is \$30/person, including 2 raffle tickets, to be collected at the door.

Retired UAL pilots, spouses and widows are welcome.

If you can contribute a raffle prize, serious or novelty, or even a day's outing on your sailboat, yacht or canoe, or a dinner out at your club or favorite restaurant, please contact us. The raffle proceeds will be contributed to the UAL Retired Pilots Foundation.

Please contact one of us by June 1st for reservations:

Pete Sofman rupapetesofman@optonline.net 203-322-0724
Bob Beavis bbeavis@optonline.net 732-449-9126

Or mail your reservation to: Pete Sofman,
1230 Rock Rimmon Rd
Stamford, CT 06903

Driving Directions:

Garden State Pkwy: Exit 145; west on I-280 to Exit 8B: Prospect Ave; right turn (northbound) on Prospect Ave towards CEDAR GROVE, for 1.5 miles, to the Montclair Golf Club on your left (#25 Prospect Ave)

NJ Turnpike: Exit 15W: I-280 Westbound; go west to Exit 8B: Prospect Ave; right turn (northbound) on Prospect Ave towards CEDAR GROVE, for 1.5 miles, to the Montclair Golf Club on your left (#25 Prospect Ave)

I-280: Exit 8B; go northbound on Prospect Ave towards CEDAR GROVE, for 1.5 miles, to the Montclair Golf Club on your left (#25 Prospect Ave)

UNITED FLYING CLUB LOOKING FOR MEMBERS

Fellow RUPArians just a thought from George Mendonca. There might be some of you looking for some light plane flying in the SF Bay area. I have been in the *United Flying Club at San Carlos Airport* since 1999 and have used their planes to fly Young Eagles for the EAA. It's the most reasonable flying in the S F Bay area. If this sounds of interest, you can get more information at their WEB site unitedflyingclub.org or from Joe Martini at (650)343-7085.

George Mendonca

MICROWAVING WATER!

A 26-year old man decided to have a cup of coffee. He took a cup of water and put it in the microwave to heat it up (something that he had done numerous times before). I am not sure how long he set the timer for, but he wanted to bring the water to a boil. When the timer shut the oven off, he removed the cup from the oven. As he looked into the cup, he noted that the water was not boiling, but suddenly the water in the cup blew up into his face. The cup remained intact until he threw it out of his hand, but all the water had flown out into his face due to the build up of energy. His whole face is blistered and he has 1st and 2nd degree burns to his face which may leave scarring. He also may have lost partial sight in his left eye. While at the hospital, the doctor who was attending to him stated that this is a fairly common occurrence and water (alone) should never be heated in a microwave oven. If water is heated in this manner, something should be placed in the cup to diffuse the energy such as a wooden stir stick, tea bag, etc., (nothing metal).

Here is what a science teacher had to say on the matter: It is caused by a phenomenon known as super heating. It can occur anytime water is heated and will particularly occur if the vessel that the water is heated in is new, or when heating a small amount of water (less than half a cup).

What happens is that the water heats faster than the vapor bubbles can form. If the cup is very new then it is unlikely to have small surface scratches inside it that provide a place for the bubbles to form. As the bubbles cannot form and release some of the heat has built up, the liquid does not boil, and the liquid continues to heat up well past its boiling point. What then usually happens is that the liquid is bumped or jarred, which is just enough of a shock to cause the bubbles to rapidly form and expel the hot liquid. The rapid formation of bubbles is also why a carbonated beverage spews when opened after having been shaken.

RUNAWAY SCOOTER CARRIES AWAY PENSIONER

London Telegraph, April 4, 2009

An 87-year-old woman had to be rescued by police in Cornwall after her mobility scooter sped out of control.

Eileen Bishop and her husband, Anthony, from Perranporth, Cornwall, were on their way to their local church when she "disappeared off the radar". Police later found her heading along the A3075 towards Newquay, five miles from the couple's home.

Mr. Bishop said that the incident began when he and his wife set off for the nearby St Michael's church, after setting the scooter to three-quarters speed. "Suddenly she passed me at full tilt," he said. "I shouted after her, but she is a bit deaf. I couldn't chase her as I have had a triple heart bypass.

Mr. Bishop and a neighbour then searched for his wife, before reporting her missing to the police. "She just disappeared off the radar," he said. "I was just about in tears."

Police officers later found Mrs. Bishop after a motorist reported a mobility scooter "swerving" across the road near Pendown Cross, five miles away.

Mrs. Bishop said that she was not sure how she became separated from her husband. "I just lost him," she said. "I was half asleep to tell you the truth."

Michael Ginnelly, a police community support officer, rode the scooter back to Mr. and Mrs. Bishops' home. Although the return journey took an hour, Mr. Ginnelly said that it appeared to be working correctly.

He said: "I think Mrs. Bishop just gripped the controls and went too fast and held on for dear life."

You all be careful out there! Ed.

SEATTLE GOONEY BIRDS (March Luncheon)

The Seattle Gooney Birds assembled for lunch on March 19th at the *SEATAC Marriott* Hotel on a cold and rainy last day of winter. It was a special occasion because we had as our guest speaker, Larry Wright, RUPA President, who flew up from SFO that morning to have lunch with us and speak to us about RUPA's efforts to encourage more retirees to join our ranks. Larry also informed us of the ongoing efforts to install a museum in DENTK for the *United Air Lines Historical Foundation* and spoke about the need to support the *UAL Retired Pilots Foundation*.

Bob Howard invited the golfers present to a tournament that he puts together every year. Nice to have Bob with us. There was time for a few jokes before we adjourned. Many thanks to Larry Wright for visiting with us.

In Attendance: Herb Marks, Mark Gilkey, Chuck Westfphal, Al Haynes, Jim Barber, Dick Monroe, Jack Brown, Fred Vinton, Jake Jacobson, Ray Alverson, Fred Sindlinger, Al Teel, Dave Carver, Bill Lamberton, Dan Jessop, Alex Dunn, Pat Williams, Bob Howard, Ray Dapp, Neil Johnson, Don Anderson, Larry Wright (RUPA Pres.), and *Bill Brett*.

April Luncheon

The Seattle Gooney birds assembled for lunch and story telling on April 16th at the *SEATAC Marriott*. Joining us today from Alaska was Dick Woodin. It's always nice to see Dick. After lunch, Dick entertained us with a good joke. Bob Howard made a pitch for the golf tournament that he organizes every year and Ray Dapp informed the group that it was his and Jackie's 61st wedding anniversary. We wish you many more, Ray.

We announced the death of John Holm, a long time Seattle pilot and cartoonist who syndicated "Woody's World" in several newspapers around the country and was a great guy to fly with. After another lame Blonde joke from the host, we adjourned until next month.

In Attendance: Dick Woodin, Fred Sindlinger, Gerry Pryde, Hank Kerr, Bob Howard, Jim Barber, Bob Takeuche, Tom Smith, Marc Gilkey, Al Haynes, Chuck Westfphal, John Bley, Al Teel, Dick Monroe, Jack Brown, Neil Johnson, Ray Dapp, Vince Evans, and *Bill Brett*.

RETARDED GRANDPARENTS

(This was actually reported by a teacher)

After Christmas, a teacher asked her young pupils how they spent their holiday away from school.

One child wrote the following:

We always used to spend the holidays with Grandma and Grandpa. They used to live in a big brick house but Grandpa got retarded and they moved to The Villages, in Florida. Now they live in a tin box and have rocks painted green to look like grass. They ride around on their bicycles and wear name tags because they don't know who they are anymore.

They go to a building called a wreck center, but they must have got it fixed because it is all okay now, they do exercises there, but they don't do them very well.

There is a swimming pool too, but they all jump up and down in it with hats on.

At their gate, there is a doll house with a little old man sitting in it. He watches all day so nobody can escape. Sometimes they sneak out, and go cruising in their golf carts. Nobody there cooks, they just eat out. And, they eat the same thing every night --- early birds. Some of the people can't get out past the man in the doll house. The ones who do get out, bring food back to the wrecked center for pot luck.

My Grandma says that Grandpa worked all his life to earn his retardment and says I should work hard so I can be retarded someday too. When I earn my retardment, I want to be the man in the doll house. Then I will let people out, so they can visit their grandchildren. PRICELESS

SOME AVIATION HISTORY

And the younger generation thinks they developed “net working”... In aviation history, decades before geeks and nerds altered our way of life, young and gutsy aviation pioneers changed the world with their wood sticks, bailing wire, canvas and aluminum.

How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California church? Glenn L. Martin, along with his amazing mother, Minta Martin, and their mechanic Roy Beal constructed a fragile biplane that Glenn taught himself to fly. He then moved to a vacant apricot cannery in Santa Ana. He was a showman and he traveled the county fair and air meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers and purchase the necessary wood, linen and wire for his factory. His mother, Minta, and two men ran the factory while Glenn risked his neck and gadded about the country. One of his workers was 22-year old, Donald Douglas, who was the entire engineering department. A Santa Monica youngster, named Larry Bell (who later founded Bell Aircraft), ran the shop. Another part of Glenn Martin's business was a flying school with several planes based at Griffith Park, and a seaplane operation on the edge of Watts. His instructors taught a rich young man named Bill Boeing to fly. Boeing bought one of Glenn Martin's seaplanes and had it shipped back to his home in Seattle. At the same time, Bill Boeing hired away Glenn's personal mechanic. Later, after Boeing's seaplane crashed in Puget Sound, he placed an order to Martin for replacement parts. Still chafing from having his best mechanic swiped, a trick he later often used himself, Martin decided to take his sweet time and allowed Boeing to stew for a while. Bill Boeing wasn't one to stew and he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes.

A former small shipyard nicknamed “Red Barn” became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes that, interestingly enough, had its own remarkable resemblance to Glenn Curtiss' airplanes. A few years later, when the Great depression intervened and Boeing couldn't sell enough airplanes to pay his bills, he diversified into custom built speed boats and furniture for his wealthy friends.

It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's backroom in L.A. on Pico Boulevard. Interestingly, the barbershop is still operating.

The Lockheed Company built the first of their famous Vegas' in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood.

In 1922, Claude Ryan, a 24 year old military reserve pilot, was getting his hair cut in San Diego, when the barber mentioned that the 'town's aviator' was in jail for smuggling Chinese illegals up from Mexico. Claude found out that if he replaced the pilot sitting in the pokey, that he would be able to lease the town's airfield for \$50 a month, BUT he also needed to agree to fly North and East BUT not south!

Northrop's original location was an obscure Southern California hotel. It was available because the police had raided the hotel and found that its steady residents were money-minded gals entertaining transitory male hotel guests.

After WWI, a bunch of sharpies from Wall Street gained control of the Wright Brothers Company in Dayton, Ohio and the Martin Company in L.A. and stuck them together as the Wright-Martin Company. Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out maneuvered with a bad idea, Martin walked out taking Larry Bell and key employees with him. From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued when he persuaded the future aviation legend, Donald Douglas, to join his team. The Martin MB-1 Bomber quickly emerging from the team's efforts. Although too late to enter WWI, the Martin bomber showed its superiority when Billy Mitchell made everyone mad at him by sinking several captured German battleships and cruisers. In Cleveland, a young fellow called “Dutch” Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well-known.

Flashing back to 1920, Donald Douglas had saved \$60,000, returned to L.A. and rented a barbershop's rear room and loft space in a carpenter's shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster. A couple of years later, Claude Ryan bought the Cloudster and used it to make daily flights between San Diego and Los Angeles. This gave Ryan the distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's ride to fame in the flying fuel tank christened: The Spirit of St. Louis.

In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster and prowled around. That abandoned studio became Douglas Aircraft's first real factory. With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. My brother Gordon Scott had been schooled in the little known science of aviation at England's Fairey Aviation, so he hired Gordon. My first association with the early aviation pioneers occurred when I paid my brother a visit at his new work place. Gordon was outside on a ladder washing windows. He was the youngest engineer. Windows were dirty, and Douglas Aircraft Company had no money to pay janitors. Gordon introduced me to a towhead guy called Jack Northrop, and another chap named Jerry Vultee. Jack Northrop had moved over from Lockheed Aircraft and all of them worked together on Douglas's world cruiser designs. While working in his home after work and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead (Lockheed) found a wealthy investor willing to finance Northrop's new airplane, he linked up with Allan. Together, they leased a Hollywood workshop and constructed the Lockheed Vega. It was sensational with its clean lines and high performance. Soon Amelia Earhart and others flew the Vega and broke many of aviation's world records.

I had the distinct pleasure of spending time with Ed Heinemann who later designed the AD, A3D and A4D. He told me how my Dad would fly out to Palmdale with an experimental aircraft they were both working on. They would fly it around for a few hops and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would hop in it again to see if they had gotten the desired results. If it worked out, Mr. Heinemann would institute the changes on the aircraft's factory assembly line. No money swapped hands!

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Lockheed Vega was built, William Randolph Hearst had already paid for it and had it entered in an air race from the California Coast to Honolulu.

In June 1927, my brother Gordon left Douglas Aircraft to become Jack Northrop's assistant at Lockheed. While there, he managed to get himself hired as the navigator on Hearst's Vega. The race was a disaster and ten lives were lost. The Vega and my brother vanished. A black cloud hung heavily over the little shop. However, Hubert Wilkins, later to become Sir Hubert Wilkins, took Vega #2 and made a successful polar flight from Alaska to Norway. A string of successful flights after that placed Lockheed in aviation's forefront.

I went to work for Lockheed as its 26th employee shortly after the disaster and I worked on the Vega. It was made almost entirely of wood and I quickly become a half-assed carpenter. At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation (later Eastern Airlines) and Sperry Gyroscope and hired Dutch Kindelberger away from Douglas to run it. Dutch moved the entire operation to L.A. where he and his engineers came up with the P-51 Mustang. Interestingly, just a handful of young men played roles affecting the lives of all Americans as it initiated the Southern California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex, supporting millions.

Although this technological explosion had startling humble beginnings, taking root as acorns in a barber shop's back room, a vacant church and an abandoned cannery it but came to fruition as mighty oak.

Source: Denham S. Scott, North American Aviation Retirees' Bulletin

AIR CARRIERS' PLIGHT WORSE THAN POST 9/11

by Bob O'Brien, Barrons March 24, 2009

The air carriers' industry representatives have been threatening for weeks to unveil exactly how dire circumstances have become in their business in the midst of the downturn (see our earlier coverage of forecasts). And here's how it's shaped up:

Worse than the SARS epidemic.

Worse than after 9/11.

Global economic pandemonium will wreak some havoc on a business where discretionary spending on the part of both leisure and business travelers is considered a no-no.

Shares of UAL have fallen another 2%, having lost nearly half its value since the trade association made its original forecast of 2009 business conditions in December, while AMR - the parent of American Airlines - has tumbled nearly 60% since then.

Back in December, the International Air Transport Association projected that passenger traffic would fall by about 3%, and cargo would decline about 5%, and that the industry would post losses of about \$2.5 billion.

Currently, the association projects passenger traffic to slide by nearly 6%, cargo to fall 13%, and industry losses to amount to \$4.7 billion this year. And that's in an environment in which fuel prices have been cut by nearly two-thirds.

The group said that the business environment has become so toxic - there's that word again - so quickly that its projections have been rewritten so dramatically so quickly. It called the state of the industry "grim," the pressure on balance sheets in the industry "extreme." Still, it ruled out the easy answer - government handouts.

Instead, the industry is expected to continue the program of capacity cuts it began last year when fuel costs imperiled the economics of the business. As a traveler, things aren't getting better - they're getting scarcer.

MEDICAL HUMOR

A gynecologist had become fed up with malpractice insurance and HMO paperwork and was burned out. Hoping to try another career where skillful hands would be beneficial, he decided to become a mechanic. He went to the local technical college, signed up for evening classes and learned all he could.

When the time for the practical exam approached, the gynecologist prepared carefully for weeks and completed the exam with tremendous skill.

When the results came back, he was surprised to find that he had obtained a score of 150%.

Fearing an error, he called the instructor, saying, "I don't want to appear ungrateful for such an outstanding result, but I wonder if there is an error in the grade."

The instructor said, "During the exam, you took the engine apart perfectly, which was worth 50% of the total mark.

"You put the engine back together again perfectly, which is also worth 50% of the mark."

After a pause, the instructor added, "I gave you an extra 50% because you did it all through the muffler, which I've never seen done in my entire career."

SHRINKING AIRLINES PARK MORE PLANES IN THE DESERT

By Joshua Freed, AP Airlines Writer April 4, 2009

MARANA, Ariz. - Old jets come here, empty engine pods shrink-wrapped in white, tall red tails fading to pink in the desert sun. More will come soon. Some will never fly again.

Airlines have announced plans over the past year to take 1,700 planes out of service as fewer people fly. United Airlines is retiring all 94 of its Boeing 737s by the end of this year, and Northwest Airlines has cut its old DC-9 fleet by about a third.

The number of planes in storage has jumped 29 percent in the past year to 2,302, according to aerospace data firm Ascend Worldwide. That includes 930 parked by U.S. operators alone.

Eventually, some will be sold, some scrapped, some will sit at desert facilities in southern California, Arizona, and New Mexico. But at the moment, their number is growing faster than expected. The banking crisis has made it very difficult to get loans to buy aircraft, and the drop in commodity prices has gutted their scrap value.

That makes for busy times at facilities like Evergreen Maintenance Center near Marana. Its super-sized hangar fits a 747, and there are plenty of active planes on hand, including one 747 used to test Pratt & Whitney engines and another converted to fight forest fires.

But outside there's a ghost fleet of 204 parked planes. Some of Northwest's retired 747s are here. Planes from defunct ATA Airlines, 767s from Air Sahara and MaxJet, and a hodgepodge of other airlines from around the world are here, too.

The people who run these facilities chafe at the idea that they're groundskeepers in a graveyard. While Evergreen scraps roughly 15 planes a year, most of the stored planes still get checks, extensive record-keeping and federally mandated maintenance that will let them return to service if travel demand and the price of jet fuel cooperate in the future. Storing a 747 with the required maintenance checks costs \$60,000 a year at Evergreen, half that for a smaller jet.

Steve Coffaro, vice president of marketing and sales at Evergreen, points all this out with pride as he drives around the airfield here, focusing on the company's ability to return these planes to the air safely. Out the left window: Planes that could fly again. Out the right: The scrap area, with the lower half of a fuselage standing upright, 20 or so rows of seats exposed, tray tables dangling open.

The deserts in the U.S. Southwest have become one of the top destinations for airliner storage because of the perfect combination of cheap land as far as the eye can see and a dry climate that preserves the planes. Planes deteriorate quickly in high humidity.

While the airline downturn is bringing some relatively new planes to the desert, most are old workhorses.

Northwest Airlines DC-9 No. 9918 is one of those. The plane was delivered new to Minnesota-based North Central Airlines on Oct. 25, 1973, according to Ascend. It stayed in the fleet when North Central was swallowed by rival Republic Airlines in 1979, which was absorbed by Northwest Airlines in 1986. No. 9918 made 47 flights in the first 10 days of July, 2008, to destinations from Grand Forks, N.D., to New York's LaGuardia. On July 10 at 7:21 a.m. it took off from Traverse City, Mich., and flew its last paying passengers to Minneapolis, according to FlightAware. By the end of that day it was parked at Marana.

Now, like all the stored planes here, its two engine pods are empty so they can be wrapped separately and preserved for resale. The windows are covered to keep out the sun.

Inside, the plane looks ready for paying passengers again. Clear plastic sheets shield the blue seats from dust. Two blue blankets are still in the overhead bins. In the cockpit, orange tags dangle from some of the instruments and electronics, noting what has been removed and when they were last checked.

Mechanically speaking, the only thing standing between the Wild Blue Yonder and No. 9918 are new engines, some cockpit electronics and a thorough inspection. Coffaro says planes like this can be used for

short-haul flights in Venezuela or Brazil. But the old red-tailed workhorse could also bleach like a cattle skull in the desert until it's turned into soda cans or iPod cases. An airliner that's been stripped of valuable parts like the cockpit, the landing gear, and the doors can still yield as much as 80,000 pounds of aluminum.

At Southern California Aviation's parking and maintenance facility in Victorville, Calif., the influx of planes surprised President Jeff A. Lynn. As recently as August he had about 60 airplanes. Now it's 200, and he expects as many as 240 by the summer. That includes some of the 737s being retired by United. "I'm just swamped out here," he said. He estimates that as many as 90 percent of those planes will go back into service again. The planes are on a regular schedule to be towed so they don't rest on the same spot on their tires, and the planes' electrical systems are started and run every couple of weeks.

"We don't really look at a bone yard or a graveyard as our business," he said. "Our business is get airplanes in, treat them well, keep'em nice, keep'em maintained," he said.

But so far this year only about 10 planes have gone back into service. The airplane finance market is locked up. With aircraft values falling, lenders are sitting on the sidelines. On Thursday, Boeing Co. reported just six new orders for February - down from 99 during the same month in 2008.

Normally that might lead to more planes turned into scrap. But Lynn said they have some Lockheed L1011s waiting on the tarmac where planes are pulled apart for their aluminum after being stripped of resalable pieces. But Lynn's recycling man "can't munch up the plane and melt it down," he said. "Nobody's buying his metal."

EURO-ENGLISH

The European Commission has just announced an agreement whereby English will be the official language of the European Union rather than German, which was the other possibility.

As part of the negotiations, the British Government conceded that English spelling had some room for improvement and has accepted a 5- year phase-in plan that would become known as 'Euro-English'.

In the first year, 's' will replace the soft 'c'. Certainly, this will make the sivil servants jump with joy. The hard 'c' will be dropped in favour of 'k'. This should klear up konfusion, and keyboards kan have one less letter. There will be growing publik enthusiasm in the sekond year when the troublesome 'ph' will be replaced with 'f'. This will make words like fotograf 20% shorter.

In the 2nd and 3rd years , publik akseptanse of the new spelling kan be expekted to reach the stage where more komplikated changes are possible.

Governments will enkourage the removal of double letters which have always ben a deterrent to akurate speling.

Also, al wil agre that the horibl mes of the silent 'e' in the languag is disgrasful and it should go away.

By the 4th yer people wil be reseptiv to steps such as replasing 'th' with 'z' and 'w' with 'v'.

During ze fifz yer, ze unesesary 'o' kan be dropd from vords kontaining 'ou' and after ziz fifz yer, ve vil hav a reil sensi bl riten styl.

Zer vil be no mor trubl or difikultis and evrivun vil find it ezi tu understand ech oza. Ze drem of a united urop vil finali kum tru.

Und efter ze fifz yer, ve vil al be speking German like zey frekin vunted in ze forst plas.

LETTERS

PAUL ANDES—Stuart, FL

A week late on this one but the money (\$50) sent on time to Vineburg. Nothing worth reporting so will keep it short. Both Lineke and I are well. Our son, Scott, and his family are still living in Kiev, Ukraine and working as missionaries. Daughter, Erica, still teaching 7th grade at Amity High in Woodbridge, CT. No money anywhere with their son, Paul, finishing his sophomore year at Georgetown U and their daughter, Annelies, being selected early as a freshman at Yale.

JOHN BARE—Gig Harbor, WA

Ten years have passed since my last landing, and it has been a good ride. Our two sons and their wives have given us two wonderful grandchildren, and live within 5 minutes of us. What a blessing!

We had the opportunity to sell our boat after several cruises to Alaska, and most of the BC coast over the last 40 years. We have moved on to the next phase of life, although this may be a temporary situation, as I would still like to do more cruising. Our Country Coach motor home has been a good way to see more of our wonderful country. We spent part of the winter in Indio, CA, and thoroughly enjoyed it; Jan playing tennis, my attempt at golf, and visiting and socializing with our many friends that are snowbirds. Next winter we plan to stay longer. No health issues to report. Thank you to all of you that work so hard on the *RUPANEWS!* *John*

BOB BOWLES—Deer Park, IL

Another year and here's my check. Please note that it's a month EARLY. For those of you who doubted my memory, I say, "HA!" I will expect credit for this month next year when I forget and am a month or more late. Another year and more of the same. Jane and I are still giving divorce a bad name. We get along really well, most of the time, fairly well others, not at all sometimes. Sound familiar? Still flying the old 210. The go-to-lunch-bunch still meets daily at 3CK, and the old stories are getting new again. It's amazing how just a little lying enhances an otherwise boring story. Bad memory helps finish the job.

As almost none of you know, I used to write poetry. My fame was legendary. People would travel from feet around just to hear one poem in particular. Ok, so it gave me something to do for 16 years when I was riding sidesaddle on the 72, and covered up for my lack of flying skills when I moved up to a front seat. Anyway, that one poem was called, "I'M A BIG-TIME JET JOCK". It was supposed to be published in one of the union "rags", but was preempted by some stupid nonevent (I dunno, strike or something), so for the last time, here it is. Save this issue of *RUPANEWS*, because after this, it goes to the Smithsonian. Here goes Ahem!!!..Ahem!

I'm a big-time jet jock,
I fly the friendly skies,
My watch tells time in six time-zones,
I've food-stains on my tie.

The holes you see worn in my fly
Were worn there by a strap,
But after all of this airline food,
I can scarcely SEE my lap.

My pants are just a bit too short,
My sleeves a bit too long,
My hat will hardly fit my head,
Because I'm so head-strong.

The other members of my crew,
They all respect me so,
That they just can't contain themselves,
Believe me friend, I know.

Come visit me on my yacht,
We'll take 'er for a spin,
Just don't ask me about my bills,
Or the kind of debt I'm in.

My real-estate, my little plane,
They all keep me kinda broke,
And my ex-wives take a dim view,
Of my financial joke.

But better times all lie ahead,
I can see 'em through the haze,
I just need to move up one more seat,
And get one more big fat raise.

Thankyouverymuch!

BOBBY HAS LEFT THE BUILDING

JIM BURNS—St. George, UT

Here's my renewal for the next couple of years. I really appreciate all that you guys do on behalf of RUPA. It is a real pleasure to get the *RUPANEWS* every month to see how old friends are doing. Although it is getting so I recognize fewer and fewer names at the end of the letters.

I retired again after 15 years of coaching the high school golf team. That was a very rewarding experience.

After 53 years of marriage, Darlene and I are still together. She is having trouble with arthritis and needs to have knee replacements. Other than that, with all the pills we have to take, we keep plugging along. Thanks again, *Jim*

BILL CHERWIN—Crystal Lake, IL

Thanks to the RUPA Staff for keeping *RUPANEWS* going.

I flew my final trip on UAL in April of 1999, after almost a 38 year career. Since the bankruptcy, and pension loss, we sold our home on Naper Aero, and built a smaller house in Crystal Lake. I still maintain a 2nd class medical, and am still flying my T-34 as lead on the Lima Lima Flight Team. This may be the last year for the team, however.

I am still trying to control the fish population in the Boundary Waters of Northern Minnesota during the summer. I have a small house on Devil Track Lake near Grand Marais, MN. One of my T-34 buddies commented, "Cherwin is the only guy I know that has a summer place in northern Minnesota and "winters" in Chicago."

In Crystal Lake, from November through April, I have breakfast occasionally on Wednesday mornings with a bunch of retirees at Andy's *Restaurant*. Other days I may have lunch with a different bunch of UAL and American retirees. We meet at 1100 at Lake In *The Hills Airport* to solve some of the world's problems during the one hour BS session that precedes lunch. I still am constantly trying to get caught up and organized. I guess that is just life. If anyone out there has gotten caught up and/or organized, would you please let me know the secret on how to do it!

My son, who flies RJs for ComAir, continues to beat his head against the brick wall that is the current airline industry. Poor, or nonexistent, union representation and crazy management policies and decisions continue to frustrate working pilots. I am thankful that my career, for the most part, was during the golden age of the airline industry.

Took a cruise this February to Antarctica, that started in Buenos Aires, and made stops at Montevideo, Stanley (Falkland Is.), Ushuaia, Punta Arenas, and Valparaiso. Fantastic sixteen day trip. More next year, *Bill*

MIKE CONWAY—Ft. Collins, CO

Birthday month again. As I keep reading over and over again, I am starting into my tenth year since retirement and can't believe that the time has passed so quickly. I sure thank all of you folks who donate their time to keep this group going.

It seems that I am busier now than I was while employed. Thanks to good health. Several years ago I renewed my acquaintance with the trombone after a long layoff and now play in several bands which makes me attend seven rehearsals a week during the fall, winter and spring. Very satisfying.

My love of aviation also takes up much enjoyable time all year. My wife, Sharon, who is also a pilot and I make it into the Idaho back country at least twice a year and last summer had a exciting trip up to Alaska spending most of our time in the Yukon. We had a lot of low ceilings and rain to contend with which caused us to spend a lot of time on the ground waiting for breaks in the weather. All was great since we met so many wonderful people. One amazing instance was in Dawson City, Yukon while looking at a pair of float equipped Beavers on the Yukon river. One of the guys working on one of the airplanes found out we were from Colorado and told me that he had an old friend from CO and wondered if I knew him. (Ha). I asked him who it was and he said Bill McComas (who in DEN was known as "Wild Bill M."). I had flown with him a lot while I was a 727 Co-Pilot. Bill has since passed away. He was a trouble maker and was fired from UAL. Then was recalled during the '85 fracas.

Great to read all of the letters.

Regards, *Mike Conway*

IVAN COX—Thousand Oaks, CA

Both Liz and I are in good health, most important, and are busy all the time. Of course it does not take much to keep me busy now. After 11 years of retirement, I'm finally getting the hang of it, and almost have the garage cleaned out.

We still travel some, last year we went to Tahiti and chartered a sail boat around Bora Bora etc. Next week we leave for a cruise through the Panama Canal. We also still have the Baron, and fly locally. We used to do a Florida trip each year, but now it's only every third year or so. We spend a lot of time on the boat, and after an 11 year wait finally got a mooring at Howlands Landing on Catalina Island, so hope to spend several weeks there in the summer. Our grandson, Carter, is nearly four now and lots of fun. He loves the boat, fishing, and the beach.

Thanks for all the good work you fellows do. *Ivan*

RALPH DILULLO—Charlotte Ct House, VA

2009 Comment

Health is Good

Attitude is BAD

Family is Good

"B" Fund is BAD

Marine Corps is Good

Politicians SUCK

Ralph

DAVE ELLIS—Sacramento, CA

All is well with me. I am 97 years old and going strong. We still spend half the year in California where we have a daughter and the summer in Oregon at our cabin on the Rogue River. I don't do much fishing but love to look at the river and remember. We have two grand daughters in college and enjoy friends in both areas.

Keep the wonderful paper coming.

Sincerely, *Dave*

DICK EMERY—Crystal Lake, IL

Well, it's been 11 years since I cradled my derriere into the left seat of the DC-10 for the last time and all in all, its been a great retirement.

I faced some medical problems in '08 that set us back a bit, but in the end after about a month of rehabilitation, everything is now OK. But we did miss our annual trip to Maui because of it, so we made up for it this year.

Betty is doing great. She feels pretty good. She has given up most of her volunteer work to concentrate on the grandkids and take care of grandpa (Pop) as the kids call me.

Our adult children are both doing very well. Chris and his wife, Jen, live in Chicago with the grandkids and he works for an advertising agency (Miller/Coors). Eric is a LCDR in the US Navy and is stationed at NAS Whidbey Island, WA, with his wife, Deanna, and their Boxer, Hoover.

Here is hoping the coming year will be great for all. Aloha from Maui. *Dick & Betty Lou*

BUD GIMPLE—Grand Junction, CO

1959-1992 MDW-ORD-DEN-OAK-SFO-DEN

It's been quite a while since my last communication. The last time I tried, the e-mail didn't go through.

Life remains good in Western Colorado. This little cow town has grown up to be a small city with a population of 50,000, with 120,000 in the trading area.

Our energy boom (natural gas) is going bust, thanks to our greedy politicians (high taxes) and the tree huggers.

After fifty seven years in aviation, I am selling the C-180. The TSA, FAA and bureaucratic idiots are seeing to it that aviation is no longer a pleasure.

I truly feel sorry for the young folks who are working in this troubled atmosphere.

My wife, Kennie Ruth, and I have been married for nine years. She has a beautiful C-182, which she will keep. She is a rated instrument pilot, and is eight years younger than me.

I do miss the old UAL, and the wonderful people who built what was the premier airline of the world. It is so sad to see what happened since Dick Ferris promoted the "B" scale and precipitated the strike of 1985. Best Regards. Please call or stop by anytime. *Bud*

COMMENTARY: Continental's Kellner states case for regulation

By Loren Steffy, Houston Chronicle, March 20, 2009

Larry Kellner served me a cup of coffee with the aplomb of a veteran flight attendant, and then, a few moments later, served up a stunning comment about the airline industry.

"If the government wanted to re-regulate the business, I wouldn't be opposed to it," he said.

While he didn't mean the wholesale regulation of yesteryear, it's still a surprise coming from the chief executive of Continental Airlines, the nation's fourth-largest carrier by traffic.

Thirty years ago, airline executives battled fiercely to preserve government control of routes and pricing. Former American Airlines chairman Bob Crandall, then a rising executive, declared profanely that deregulation would ruin the business.

Fast-forward to today, and Kellner, agrees, at least up to a point. "What we've got today doesn't work," he said in an exclusive meeting with me and several Chronicle colleagues. "It isn't creating a stable industry."

Kellner isn't calling for a return to the good old days when fares were so high most people took the bus. Airline deregulation has always been about price, and in that sense, it's been a roaring success.

Where it has failed, though, is on the cost side. Most airlines today have a cost structure that's changed little since deregulation, which impedes consistent profitability. Airlines' profit margins are dictated almost solely by fuel and labor costs, which almost never decline in tandem.

New government rules?

Kellner said he prefer new government rules that would remove some of those cost constraints, allowing airlines to make money, employees to earn decent pay and passengers to feel they're getting a good deal.

Among the biggest rule changes would be revamping the Railway Labor Act, which has governed labor agreements since the dawn of passenger air travel.

The RLA was designed to keep railroads running during labor disputes at a time when trains were the nation's lifeblood of commerce and travel. For airlines, it means lengthy contract talks, which often wind up in mediation that leaves both sides unhappy.

"The problem is the structure of the RLA creates a very cumbersome process," Kellner said. "It hasn't worked well since deregulation. It creates a tremendous amount of angst on both sides."

Customers' anger!

Previous attempts to alter the RLA, though, have failed in Congress, and few lawmakers have shown an interest in revisiting it.

Over the years, airlines have tried to revamp labor agreements with disastrous results - strikes, bitter negotiations, acrimonious relations between unions and management.

If the current state of the industry doesn't benefit workers, it also doesn't benefit investors. Continental's market share, for example, has fallen to about \$1.1 billion from \$3.8 billion in 2006, and the airline lost \$585 million last year.

Nor are customers happy about the current state of the industry. Passengers angry over flight delays and poor service are pressing Congress to enact minimum standards for the industry.

Equal playing field

I had intended to ask Kellner if he thought the airline industry could ever achieve sustainable profitability, but his comment about regulation made the question moot.

The industry, he said, needs new rules, ones that make the playing field equal for all carriers while still allowing competition to thrive.

Kellner may be right, but I was surprised by his candor. It's the first time in more than two decades of covering airlines that I've heard an executive pine for more regulation.

Then again, it's also the first time I've had an airline executive serve me coffee.

Loren Steffy is the Chronicle's business columnist. His commentary appears Sundays, Wednesdays and Fridays. Contact him at loren.steffy@chron.com His blog is at <http://blogs.chron.com/lorensteffy/>

JACK HITES—Port Ludlow, WA

Greetings from the beautiful northwest and all that rain.

I have been asked to try and contact all you LAX pilots who knew and flew with Captain Jack (Pete) De Camp by his wife Mary. She would ask you to call Jack and talk to him. He had a stroke about five years ago and has been in steady decline since then. He is currently blind and can not do anything physically. She says he may not know you at first, but will relish any contact from a fellow United pilot. Be prepared to carry the conversation if you do call. You may recall that he was a regular contributor to the *RUPANEWS* and always included a picture of himself posing as a U-boat captain. I liked that. Count your blessings and give him a telephone call at 310-472-4498.

Got to go empty the rain gauge again. *Jack*

WILLIAM A. HOYGAARD—Aurora, CO

As I approach 16 years of retirement, life is going quite well. At 84, I'm still able to enjoy hiking, camping, etc. so no major complaints or restrictions. Health issues seem fairly minor. The sun-damaged skin on my head and scalp, hearing loss and a diagnosis of macular degeneration (which luckily has remained quite stable for 16 years) are issues faced by many of us.

Most of our travel this past year has involved driving trips. We are planning our annual car trip to Idaho that will include visiting several national parks. The camper will hopefully receive a significant workout this summer too. Colorado and Wyoming have lots of places to travel.

It seems strange to realize that all of the airplanes I flew during my 46 years with UAL are now retired from the fleet! A majority of the crews that I trained in the B727 are also either retired or thinking about it! But, the memories live on!

Thanks to all those volunteers who work to publish the *RUPANEWS*. I enjoy reading it and looking for familiar names in sections other than the obits!

W. A. Hoygaard

RICHARD LANGFORD—Austin, Texas

12 Years Retired! Can't believe it. Time goes by so quickly when you are having fun!

Still water skiing here on Lake Austin and snow skiing at Breckenridge, Colorado.

Love being retired!! My very best wishes to all hands. *Dick*

TOM LIBUDA—Rio Verde, AZ

Enclosed a check for the *RUPANEWS*. Hard to believe that 10 years have passed since...."setting the parking brake"!!

Surely UAL has changed but the memories of better times will always be in our hearts. Just hard to imagine where UAL now stands in the airline industry.

Cheers, and best wishes to all. God Bless and stay healthy. *Renee & Tom*

BOB MAGDALENO—Royal Oak, MD

Enclosed is the annual dues payment. Many thanks to you and the rest of the committees that make the newsletter possible.

I am still living on the Delmarva peninsula (mostly Maryland) and have been limiting the travel to a few domestic vacations out west.

I read with interest the Health Management blog Denis printed in the February RUPA Newsletter regarding the scenarios of the Big 3 automakers bailout and the unfunded liability of their health care plans. The likelihood of the "scam" scenario seems quite plausible, as I read in today's paper that GM will be contemplating bankruptcy by the end of the March. *Bob*

RICHARD MARSHALL—Lewisbury, PA

Hi all, it's been 9 years since I set the brakes at Auckland, NZ (remember when we used to fly there), and at the time, I was not ready to hang it up. Boy, have things changed since then.

Politically and financially, this country and world are in real trouble. In spite of all this, Catherine, my bride of 33 years, and I are doing just fine. We did make a move 4 years ago from our beloved home in the foothills west of Denver to Lewisberry,

in south central PA. We are now within 2 1/2 hours drive of our kids and 4 grandkids in New Jersey, so that is a good thing about the move.

Our former neighbors in Evergreen, moved to the Burgundy region of France in 2003, giving us a reason to visit the Continent. We are headed back over this April for our 5th visit, but this time, we are staying in Paris. We've been use to the quiet serenity of the wine country, so this week in the big city will be quite a change. The one trip per day to CDG from IAD on UAL is almost always full, so when we have to be there at a certain time, a ticket in economy plus is in order. Actually, we've found Air France has much better on board service, but they don't have the leg room.

Recently, I met a fellow UAL retiree who is living close by in Mechanicsburg. Captain Paul Miller, I think, retired in 1978 or 79 and had a home full of memorabilia to show me. One scrapbook was particularly interesting to me. It appears that Capt. Miller had a bird strike incident while flying his DC 6 to Des Moines that would have been worthy of coverage by every cable and network TV station in the country today. He did have nice coverage in the Des Moines newspaper and had some nice letters of commendation from the FAA and UAL. The birds penetrated the copilot windscreen, showering all three with glass shards and bird gore, and rendering both windscreens opaque. Paul tried an approach, but had to wave off because of the lack of vision. He told me he had to open the side window, and using his handkerchief, wipe enough of the gore off the extreme left side of his windscreen to get just enough forward vision to land the aircraft safely. I guess for several weeks, glass shards were still being retrieved from his face and eyes. Well done Captain Miller, for the airmanship you and your crew demonstrated over 40 years ago.

The postage check is underway this year a couple of weeks ahead of time (a first). Thanks for all the work you old timers do. *Richard*

ORD, LAX, DEN, DTK, LAX '66-'00

R. L. "Pete" MAURY III—Florence, OR

Thanks to all the volunteers that keep the *RUPANEWS* going. Good job!! Things are about the same here, Elks kept me busy during the year,

still ham radioing a little bit, health is fair, knees bothering me some, a series of five shots in each knee seems to be helping.

Leaving on a motor home trip this month, Moab, Chaco Canyon, San Antonio, Flat Rock, NC for grandson's wedding, SC, FL, DC, NYC, Oshkosh, and points in between. Keep your fingers crossed for "low" diesel prices and no civil unrest.

I enjoy the letters. *Pete*

ED MAY—Issaquah, WA

It's a good thing we don't get a list of maladies that may befall us in our retirement years. Strangely enough though, as each little bump in the road comes along, we stumble on ready for more.

Elly and I have learned a lot by reading the history of others in this publication and have something to pass on. About 3 years ago Elly had some heartbeat signals and when her beat dropped to 39/minute while being monitored. She was given a pacemaker. It was set to keep at least 60 beats per minute and did an excellent job. That figure seems to be the one many doctors select and it has been beating at least that rate ever since. Elly seemed to be pretty good but she didn't feel as well as she should. She discussed this with the doctors on a number of occasions. The doctors were very reluctant to increase it but finally Elly told them to raise it to 65 beats, it could always be returned to 60 if that was best. Now meet the new ELLY. I have been amazed; she is much more energetic and even pushed me off the rug cleaner. She can't wait to get to the golf course.

Now with that taken care of we are enjoying life and our retirement. Our thanks to all the volunteers that put this paper together. *Ed & Elly*

JIM MC GIVERN—Lecanto, FL

My letter for the year: OK, groovy guys and girls: I was happy to see we have our stalwart editors back on *RUPANEWS* again. Yay. I have no problem with anyone's leanings on RUFF and enjoy both pubs., mas or mas--mostly mas. Like most of you, you can't put the *NEWS* down until it's been

read, cover to cover. Again, like most of you, I can't believe retirement time is flying by so friggin' fast--nine years now. I still believe I could get into a 400 cockpit and wing away to Hong Kong again right now (oh danger!). Where does all that time go? Here's an important thing, before I start driveling: The check's in the mail--a little late, as usual--sorry. It's fairly redundant to thank you all for the work, as everyone does, but I do mean it anyway and just have to mention it.

Otherwise, I'm still playing to a single digit handicap--shot a 74 from the back tees at our championship course yesterday in a tournament and won the sucker, though there are at least 20 guys here who can regularly beat my butt--just had one of those super putting days when they all go in. Check out our Fazio course:

www.BlackDiamondRanch.com. Give me a call one day if you've got to play it--it's top 100-in-the-world "golf heaven," but I'm not sure I can afford it much longer. Thought I'd just play it until I start "fading away" and can't play half decent anymore. Find our phone numbers on my stupid blog (<http://tinyurl.com/jimmcgiv>). I have little other than golf and travel to do, so I write a little and I do both when wife, Laney and I travel, which we do a lot ("Elaine," for those who remember her--one of the best CSR's United ever had at SFO. She plays to an 11 or so. Need someone for your men's, woman's or couples' member/guest? Get this: she's had four holes-in-one in the last three years).

I've managed to survive both colon cancer and a minor heart attack while "enjoying" my retirement. I do pass both my colonoscopies and stress tests regularly, though and I feel "fine," other than all the requisite aches and pains for "almost 70 years old"--ouch. One thing about the blog: Just before Sully and the U.S. Air ditching, I wrote about witnessing JAL in the bay at SFO (back when the duck blinds were called JAL loading docks for a while), when someone asked me about water ditching. Balsey DeWitt (a UAL one-time 720 instructor), was a good friend of mine in the Air Force. He ditched an ONA DC-9 in the Caribbean and I wrote about it. He saw it and called me after 45 years! Quite a guy. I've gotten calls from an NBC producer and two guys writing books on ditching lately, too. Kind of fun. Y'all hang in there now, ya hear?

ED MEISENHEIMER—Corpus Christi, TX

Since I have not written a letter in ten years, Dee, my dear wife of 58 years, insists I let everyone know that we are still alive and well and living in our hometown of Corpus Christi, TX.

Our life is full enjoying our old friends, some of whom date back to elementary school and traveling to visit family and friends. We spent Christmas and New Year '08 with the families of our three sons and six grandchildren in FLL. Feb of '08 sent us to Capo San Lucas for a week with Stan and Phyllis Crosier. Stan and I caught our first striped marlin. In March, Dee went back to Pensacola to visit our good friend Gloria Oehlert. April was busy here in Corpus with dinner parties, golf, fishing and our 60th high school reunion. We went back to FLL in May, to visit our two granddaughters who were home from their colleges, Penn State and USC. Then we flew to SFO to spend a great evening with our good friends Jay and Clare Plank on our way to Kona for a week in the sun. In July, water exercise everyday at 8 AM. In August we spent a week in Maine with Gloria Oehlert, just to cool off and pig out on lobster. In October, we were off to a Texas A&M Class of '52 reunion. This December, we went back to FLL to spend the holidays with our family and then embarked on a cruise with Stan and Phyllis Crosier. We have just returned from another week in Cabo to see the great humpback whales, quite a sight.

I will have been retired for 23 years in September. Thanks for all the work you do on this, my favorite reading. *Ed*

RICHARD MILLER—Marengo, IL

Retired 21 years this March--and hard to believe another year has passed. Time flies when you're having fun. Have had a few medical problems this year, but still able to make our yearly trip from Marengo, IL to Maricopa, AZ. Glad to be out of the cold wx and snow plowing to the Sunshine State of AZ; then glad to leave here when the climate heats up back to the comfort of IL.

Made a trip in October to Rocky Point, Mexico, compliments of son Greg and his family.

Grandchildren are all grown up with the exception of one little five year old who helps keep me on my toes. For some reason she thinks her Papa is pretty terrific and vice versa. We have a lot of good times together.

Wife of 44 years is in good health and being 10 years younger than me says every man should marry a younger woman.

Believe it or not, I am on time with my dues and a little extra for postage-thanks to all of you who work so hard to make this publication possible.

If any of you are near our IL or AZ home base, the welcome mat is always out--we have plenty of room. Give our cell phone a call at 815-245-4038 as it works both places.

My best wishes to all of you and your families for a great 2009.

Richard LAX-EWR-SEA-ORD

W.E. "BILL" MOSSOP—Boulder City, NV

One month late. Too busy. Time going too fast. Too many good guys flying west. Got bored after three years as a widower. Even the Bonanza wasn't enough with no place special to go. Remarried. We both love the Lord, enjoy the same things, and each other. Crew car is on the way, Oh! I mean check's in the mail. Thanks to all for keeping this line of communication going.

Bill

DOUG ORME—Fort Collins, CO

I'm the Doug Orme from CO, not the one from CA. Our Bonanza now knows the way up the inside passage to Alaska, to Florida, the Oregon coast, etc. etc. Our VW Thing resides at our log cabin and finds good fishing holes in the Roosevelt National Forest.

Pattie and I are reading good books for a second or third time as opposed to reading bad ones one time. Our old age forgetfulness makes them as enjoyable as before.

I've sold my 32 Ford hotrod and am preparing to restore a Model A. Bouts with skin, prostate and bladder cancer have been over for more than six years. Those surgeries and "three score and ten"

years are behind us. We're thanking God for his blessings and living life as fully as we can. Family, church and old friends from the mainline and the Navy are dear. It was really great working for United Air Lines before it became United Airlines.

If any of you are in Ft. Collins please drop by.

Doug & Pattie captorme@gmail.com

MICHAEL PERRY—Rye Brook, NY

A little early with the check this year....just didn't want to be late.

All is well eight years into this thing called retirement, although I have never really gravitated toward that concept. Since I can't earn enough playing 82 rounds of golf, I've had to continue with my work ethic. Golf really is my passion, and the bogie this year is 100 rounds.

I thought my dad was old when he went to his 50th high school reunion, but now it's my turn to attend my 50th, and he is looking forward to his 80th reunion. He may be the only one there. He claims to have good genes, and I hope he has passed them on to me.

I have been extremely proud of "Sully" for the way he handled himself, and the way he has given credit to his crew and the responders who rescued them. They were very lucky that day...change the scenario to night, windy conditions, or choppy water, and they would have indeed needed a miracle. I hope he keeps talking about how important it is for pilots to be well paid, and experienced.

Great job on the *RUPANEWS*...it certainly is nice to catch up on our guys each month. Keep up the good work! *Michael*

ORV PRATT—Vero Beach

Hi to all. Barb and I just got back from a trip that included two things that you might be interested in.

Our first stop was with an Elderhostel program in north/central Florida (The Stephen Foster State Park). We did some hikes, some canoeing (or kayaking) and learned a lot about the folklore and culture of the area. We really enjoy Elderhostel programs. We always do the "active" ones: have biked in Austria and Denmark, hiked in

Switzerland and the Canadian Rockies, kayaked on Vancouver Island, and hiked, biked and kayaked in Acadia National Park in Maine. We highly recommend Elderhosteling: www.Elderhostel.org. We're signed up for another Elderhostel in August - hiking on the Olympic Peninsula in Washington State.

Our second stop was the Pensacola area. We lived there 46 years ago and this was our first time back. We spent a big part of three days at the wonderful Naval Aviation Museum. It is fantastic. Anyone at all interested in aviation will really enjoy it. We played golf at NAS Whiting Field, which is open to the public. The course is right next to the runway where T34's were taking off and landing. We also went and visited the little community of Pace where we lived when we were first married and I was in pilot training. Good memories and a great trip.

Good health and regards to all, *Ow*

BETH ANN RAPHAEL—Kailua Kona, HI

Hi All. Getting old ain't for sissy's. This was the year of surgeries: knee and gall bladder. I can think of better things to do with my time, especially living in Kona. Our volcano has really been putting out a lot of VOG. Winter was down into the 60's. Tough life--I know. Don't feel too bad for me. *Beth Ann*

BYRNE B SANDS—Huntington Beach, CA

Missed my April dues deadline - blame my new age - slowed me up. Turned 91! Not many "Tracy Aces" left but memories of the first UAL class of 22 year olds was exciting, and long time friendships were made.

No more traveling. Enjoy senior living in California at Huntington Terrace, cope with a few medical problems and keep in touch with family and friends, 5 daughters, 8 grand children, 14 great grand children. Second time around is wonderful (Hazel and I married at 78 & 79 after loss of our spouses, and we are now 90 & 91.)

Our last RUPA convention was in San Francisco and the super Panama Canal cruise.

Thanks to all of your staff for keeping all us retirees informed. *Sandy*

DENNIS SCHAAR—Rapid City, SD

Dear Cleve and Bruce, Kudos to you both for stepping up to the plate to continue providing this fine publication to all of us that were put out to pasture way too early. I'm sorry that I didn't get a letter off to you during my birthday month (March), but I have been too busy plowing snow. Rapid City set a new season snow fall record this year with over 80 inches, the most of it being received over a 16 day period during late March and early April. We are now on the brink of spring with more seasonal temperatures and lots of melting, which is causing some flooding in our area. We're not as bad off as the folks up in North Dakota, but our lakes and streams are filling up quickly.

I'm still active with the Shriners and serving as president of our local Shrine Club this year. It's a lot of fun mixed with some fix up work on our facility. Just to give you an idea as to how important my job is, the implement of my office is a toilet plunger.

In my spare time, I have gone to work for TSA as a Transportation Security Officer (that's a fancy name for passenger and baggage screener) at Rapid City Regional Airport. It's only part time work, but I receive the same benefits as a full time employee. That's good for our dental and vision care, which Medicare and Blue Cross don't cover. Working at the RAP airport is not nearly as hectic as it would be at a major hub airport, so the camaraderie among our employees is good and we function well as an effective security team.

Kathy and I do some traveling as our boys are scattered, Matt being in graduate school at the University of Michigan and newly married Dan practicing law in San Jose, CA. We try to get out to see them a few times a year, otherwise we stay close to home. Which means, if your travels ever bring you to the Black Hills, just remember that the latchstring is always out at the Schaar homestead. Regards to all, *Denny*

NEALE S. SMITH—Borrego Springs, CA

Time to update. I'm a year older and no smarter; -- sort of like the government --- I can't figure out what the difference is between Bernie Madoff's Ponzi Scheme and the government's Social Security program.

Life is good but moving to fast. I'm thankful for all the opportunities I have had and all the friends that I have met. *Neale*



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"



The "Red Barn" - Boeing Headquarters - June 1917

Curtiss HS-2L

During WWI Boeing accepted a government contract to build 50 Curtiss HS-2L flying boats. Following the November 1918 Armistice, military spending was cut and hundreds of surplus aircraft flooded the civilian market. The U.S. Navy canceled half of the Curtiss HS-2L order and in-general, the aircraft industry faltered. Bill Boeing reverted to non-aircraft activities such as furniture and cabinet making while attempting to retain his employees. In 1920 the Boeing Company lost \$300,000.

In 1919 Bill Boeing had begun developing his next series of aircraft, focusing on a small commercial flying boat. The result was the B-1 (Model 6), the BB-1 (Model 7) and the BB-L6 (Model 8). Neither of the B-1 models went beyond the prototype stage until Lindbergh's 1927 flight and the resulting resurgence of interest in aviation.

Edgar N. Gott of Detroit, Michigan had moved to Tacoma and entered the lumber business where he met Bill Boeing. Gott became general manager of the Boeing Company in 1917 and served as president from 1923 to 1925. Philip G. Johnson was named superintendent of Boeing in 1920. In 1921 he became vice president and in 1926, president of the company. Clairmont L. Egtvedt remained with Boeing for 50 years. Egtvedt was company president on two different occasions and during WWII became known as "the father of the four-engine bomber" for his work in designing the B-17. *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

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 400, Vineburg, CA 954879-0400 — or — E-mail: rupa.sectr@yahoo.com

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

DAVE SUITS—Lexington, OH

Kris and I (Dave) are doing just fine and so are Nicol and Mike, our daughter and son. It has been 10 years since I retired at the age of 60 on May 11, 1998. We enjoy spending our three months at Lake George and Sannibel. *Dave*

BOB TANONS—Blaine, WA

All's well here in the furthest corner of the North West, with the back yard of the town resting against Canada; all's well except the weather, which has been longer of the grey season than normal...and we escape to Cabo San Lucas for most of January each year, a real blessing.

Big project last spring was a house interior remodeling that seemed at times like those "creeping delays" in days of the past. It started with an addition to and color change of our hardwood flooring, which lead to carpet and baseboard replacement, complete interior color change/repaint, conversion of a front entry coat closet into a "wine closet", and addition of a fire place in the living room. It was really fun to sleep on the floor again and keep moving furnishings away from the operation at hand.

Motor cycle riding has been interrupted; sold the Fat Boy to our Special Forces son-in-law on SEVERE PRESSURE from wife/retired UAL F/A Linda, who believes that she's too close to becoming a "biker widow"...just happen to have acquaintances who qualify as the same. Am working on golf as a replacement but miss the M. C. action...need to get out of the 'hood periodically. Close neighbor, Mike McBride, still has his Harley and when he goes by I have withdrawal feelings all over again.

I'm glad to see some action on the FICA refund front, haven't received the final determination from PBGC.

Have a local problem with "illegals"; the hardworking, honest, family types, many of whom have legal spouses/children, are being deported while the gang-member criminal types are crowding the local jails; local Sheriff would have the "problems" deported and keep the good guys. Guess that's a sign of the times.

Many thanks to all who keep this journal alive. I'm praying for sun/warm soon.

Cheers, and sent dues by snail mail on 3-30-09 but this doesn't show on this April *RUPANEWS* address label. Sorry for this years-late update. *Bob*

RONALD E TAYLOR—Issaquah, WA

It's that time of year, when we leave Arizona and head back home to Seattle. We won't be there long, before we depart on a cruise that takes us across the Atlantic and on to the Black Sea, and after 36 days, fly home from Rome to the Northwest for the summer.

Thanks to all of you that keep RUPA alive, *Ron*

DON TOEPPEN—Huntley, IL

Sometimes the Miracles of Life Can be Astounding. For Mary the Big "C" was diagnosed in August of 2008. Little did we know this was going to be the battle of life.

Like Margaret Thatcher, the Iron Lady of Great Britain, Mary is also An Iron Lady with the assistance of Dr. Philip Bonomi of Rush University Hospital in Chicago, she stared that Big "C" squarely in the eye, and it backed down! She had some critical decisions to make. Go with the conventional treatment, or take the clinical research study. She took the later. There were a number of patients undergoing the same treatment Mary was receiving who were there from other cancer facilities, from Texas and around the country. They were told they had done everything they could for them. They could not give them any more hope. Returning to Chicago, she was not about to give up. She came to Rush as a last resort. She told Mary, "here I am five years later!" Mary asked her: "How long are you gong to keep coming here?" She replied, "As long as I want to live!"

Moral of the story: FIGHT! Don't give up until you explore all possibilities. Conduct research on your computer. If you don't have one, have a friend do so on their computer.

We remain in Chicago's winter weather, but Spring is trying to win the "contest." We have a house in Sun City West, AZ that is supposed to be our place

to escape Chicago winters. Obviously we didn't use it this past winter! We'll go over to check things out and remind ourselves what Arizona is like.

We will not be attending the Convention this year due to grand children's graduations, showers, etc, etc.

Life is good, we rejoice in Mary's spectacular recovery. God is so faithful. He has supplied all our needs and we have each other.

We thank you for your prayers, cards, and visits which have encouraged us greatly. We hope our experience will encourage others who have the same disease and continue to pray for them and that they will have peace during this ordeal.

Sincere, *Mary & Don*

JAMES TROSKY—McHenry, IL

Thanks so much for all of you who work to get the *RUPANEWS* out. It seems like yesterday that I retired but 10 years has a tendency to go fast when you're enjoying life. Still spending the winters in Surprise, AZ and the rest of the year in McHenry, IL. Don't know how long this will last but as long as it does I'm going to go for it.

My C-170 still gets a workout and golf is my other hobby. Family is all fine...up to 6 great grandchildren at the moment.

Keep up the excellent work. I appreciate it. Check's in the mail.

Semper Fi, *JT*

TERRY TRUE—Libertyville, IL

I retired officially on April 1, 1999, which makes it ten years since my last flight as a United captain. Seems like just yesterday. I was fortunate to have my family along on that last LAX-DEN-ORD flight on the 747-400. Like many of you, I didn't receive the fire department salute or the congratulations from management and fellow pilots, but strolled into the United sunset with fond memories and loving family in hand.

Since that retirement, I have been flying for DB Aviation based in Waukegan, IL. I have been rated on the Hawker 800, Citation XL, and Citation Sovereign. I also have flown as SIC on the Falcon 900, Challenger 600, Lear 40, and Lear 55. I have flown to many interesting locations that I never would have seen during my United career. Just last month we flew the Sovereign to Lanai via Santa Maria, CA. We had to position the airplane to Maui since there is no overnight parking available at Lanai. Spent a week on Maui before returning to Lanai to pick up our passengers and heading home. I connected with my new hire classmate, Joe Gerken, in Maui and he generously invited us to play golf at his private course near Kahalui. It is a beautiful setting and a very challenging course. I was clearly out of my element, but blamed my ineptitude on the wind and the fact that I hadn't played since last summer.

Jerry returned to the F/A ranks last month after an extended medical leave last year and a few months of voluntary leave. She still enjoys the job even though it's nothing like it was when she started 12 years ago.

I'm still able to pass my First Class physical and as long as that continues, and I fool the examiners at Flight Safety, I'll keep flying. I can't afford to retire again, anyway.

My best to all. *Terry*

ELLIS D. VAN ALSTINE—Naples, FL

Hi all!! It's birthday time again, and I'm never on time!

I'm keeping busy with music 2-3 times a week. I'm playing with 3 different bands.

I have 2 daughters-one a Capt. on 757/767 Dulles, and the other an adventurer with her N.Z. husband sailing in the Med. Two sons - #1 Jeff flew for GM for 33 years and is now in Singapore flying a brand new Gulfstream 450. #2 is a retired school teacher living in Mpls, MN.

Been in FL over 20 years now and it seems like 5 mins. We have a morning coffee at Naples airport with a lot of talkers. Jim Goode retired 777 driver in the group. I miss the old gang from NY & SFO.

Van'

WAYNE WALCZAK—Leander, TX

Another 125,600 minutes have gone by, and now at sixty-three, am enjoying every one of them thru the year. I'm enjoying every issue of the *RUPANEWS*, along with every letter written from my fellow contemporaries. Kudos to those who put this publication together each month, and hope they retain the passion for years to come. Glad to commend Cleve and Bruce on their "new editor in town" letter, continuing to emphasize RUPA as a social organization.

From May thru October, I enjoyed the lovely "winter months" of Sydney Australia, teaching new B-777-300ER pilots for a new airline, V-Australia (a Richard Branson spin-off of Virgin Blue, intending to compete in the SYD-LAX and SYD-SFO market). What a kick! Had to come back for annual recurrent and the stress level was like all the previous times a check ride was involved! I will bet you all know the feeling, right?

Nani continues to be a "first class, number one air hostess" just celebrating her 40th year with United. We will be celebrating our third wedding anniversary on Memorial day, and hope we can pass ride on her seniority to HNL where we did the I do, and perhaps, enjoy a Hawaiian sunset, an ice cold Mai Tai, hot pupu's, and even hotter kisses.... just call me a romantic!!

Looking forward to a check out in the B-787 sometime this summer. It is supposed to be a common type rating with the B-777, with a 5-10 day differences course, and a lot of customers are awaiting "the next generation of Boeing aircraft".

All this work, just to supplement the pittance received from the PBGC each month, has left little time for my real passion, judo/jujitsu. Having studied the art for almost fifty years, I now hold very high rank. And although I am enthusiastic about continued participation, finding energy to keep up with the younger guys, gets tougher each year, and that has been especially true this past year! Maybe I should take up that "girly-man" sport called golf.

The weather here in Austin is good enough to allow play almost year round, and the game doesn't require much mental or physical expertise. Nah, I'm still way too young for such "activity"!

Sure would like to stay in touch with some of the old names, and we can do it via the new thing called the internet. My email is cesjet@yahoo.com and if you send an "e-note", I'm sure to reply. With that, I quote Jeanne Moreau (French actor and director): "AGE DOES NOT PROTECT YOU FROM LOVE. BUT LOVE, TO SOME EXTENT, PROTECTS YOU FROM AGE".

Check is in the mail. Cheers, *Wayne & Nani*

JIM WALKER—Safety Harbor, FL

I wish to express a heart felt gratitude for all your (RUPA) efforts. It is nice to still have some connections to all the Great Aviators and others that I have worked with over the 37 years at UAL. Enclosed is my check.

Thanks again to All of you.

May God Bless. Yours, *Jim*

JOE WEST—Corvallis, OR

In a little over a week I'll be reaching a birthday I didn't anticipate ever rolling around- my 81st. At the time I was 58½ in 1986, the year 2009 seemed so far off in the future I don't recall making plans for what I'd be doing 22½ years in the future and I did plan to retire at age 60. Little did I know that when 2009 rolled around, as I was approaching 81, I'd be retired and working on recovering from a massive stroke which I was to suffer and survive by the grace of the good Lord.

In those intervening 22½ years I've learned quite a bit about strokes and stroke recovery (and incidentally, this effort at typing is sprinkled with typos because it's being done with one hand.) If someone had asked me what a stroke is back in '86 I think I would have said it's a cerebral hemorrhage and you collapse and die on the spot. That's not true; a stroke is a Cerebrovascular ular accident that usually results in a blockage of arteries in the brain. One of the reasons my recovery has proceeded slowly but surely is that I live in a city that is almost an ideal place to have to work on that kind of recovery. It's Corvallis, Oregon, a university city (Oregon State) and we have a good stroke support group, which has been a boon to those who are working on their recovery. Check is going in the mail today.

Cheers, *Joe*

UNITED SETTING MORE MODEST GOALS.....SAYS MIKELLS

Financial Times: By Justin Baer in New York

United Airlines, which for decades epitomized the US airline industry's obsession with massive airport hubs, route networks reaching every corner of the planet and fleets of gleaming new aircraft, has lost its appetite for world domination.

Subdued by a protracted period in bankruptcy, the fluctuating price of jet fuel and a steep downturn in demand for air travel, the Chicago-based carrier has set its sights on a more modest – though, for an airline in the current economic climate, perhaps no less elusive – goal: consistently turning a profit.

No major US carrier has made steeper cuts to its flight schedule in the past year than United. The company has raised more than \$1.3bn in cash during the deepest financial crisis in 70 years and shed more than 100 planes from its fleet. Rather than clinging to the notion that airlines must grow to thrive, United has eschewed orders for new aircraft, and embraced industry-wide consolidation, international alliances and à la carte passenger fees.

“We have a willingness to take measured risks, to try new things,” says Kathryn Mikells, United's chief financial officer. “There's a willingness not to be wedded to things that have not worked well – like market share.”

While United might still lose money this year if the drop in traffic is as dramatic as some analysts fear, its aggressive stances on capacity cuts and capital raisings have given the company a fighting chance to endure what could be the industry's worst recession since its deregulation 30 years ago.

Nevertheless, to its critics United has become the carrier they love to hate. They argue the company is still paying for failing to squeeze more costs from its operations during several years in bankruptcy, from which it emerged in 2006. And they point to its unrivalled route map, its strategic hubs and vast fleet of aircraft and warn that United's break from the past is a mistake from which the company may never recover.

“If you don't buy new airplanes, what you're doing is the equivalent of not maintaining your house,” a former senior airline executive said. “They are at risk of giving up permanently their ultimate potential.”

The unconventional moves have also alienated employees. The steep cuts to United's flight schedule – capacity fell by 11 per cent in the fourth quarter and will be down almost 12 per cent this year – have cost the company about 9,000 jobs. Many unionized workers who conceded some wages and benefits during bankruptcy have clamored for new agreements that compensate them for their past sacrifices.

Even its fledgling partnership with Ireland's Aer Lingus drew scrutiny when United said it would not use its own employees to operate the venture's flights.

“Employee relations there have been severely damaged,” said Bill Swelbar, a research engineer at Massachusetts Institute of Technology's International Center for Air Transportation. “United knew it had a sick operation and had to address the things in a way that they couldn't really worry about employees.”

United executives have said fuel prices, which soared to a record last summer, and the steep decline in demand for air travel have given them little choice but to take decisive actions they say are working.

Historically United had higher operating costs, excluding fuel, than its peers, but has recently narrowed this gap.

The decision to shed all of its Boeing 737s from the fleet will not only help reduce capacity but should also lower the carrier's maintenance costs. Steps to charge customers for checking in luggage, upgrading their seats and using priority check-in lines will help lift revenue from fees and services by \$300m this year.

Its planned transcontinental alliance with Continental Airlines, which won preliminary approval from US regulators this month, will help United share both revenue and costs on international flights. The new partnership might lead to a merger, creating a world power that would dwarf the old United.

Meanwhile, Ms Mikells says, the great United route network remains intact. The carrier will serve approximately the same number of cities in 2009 that it did last year.

United may never recapture the glory that made it the envy of every US airline executive. But if it can get through the downturn intact and return to profitability, United's current management will have forged a legacy of their own.

E. W. "Web" WALLOF—Lacy, WA

With all the emphasis the press is giving to "bird strikes", I feel I'd like to add my "two cents worth". I was a B-727 captain from the summer of 1969 through 1977. I'm guessing the incident I'll try to relate occurred around 1975. The flight was a standard 727 from ORD to SJC. It was an evening flight departing ORD after dark. Our initial clearance was to maintain 5,000 ft. and to expect flight level 240 in ten minutes. While level at 5,000 ft., we experienced an explosive sound. A quick check of the engine instruments revealed no malfunctions. We (the flight crew) could think of only two possible sources of the noise. Those being: a bird strike or a tire blowing in the wheel well. Neither seemed likely. It was night and we were at 5,000 feet making a bird strike highly unlikely; and we had hardly touched the brakes on taxi out at ORD, making a tire blowing in the wheel well even less likely. The flight attendants advised us of some passenger concerns as well as theories. It was always my policy to keep the passengers as well informed as possible. However in this case, as I had no plausible explanation, I elected not to say anything and hope that as the flight progressed they would tend to forget about it. About that time we were cleared on up to 24,000 ft. We elected not to investigate further at that time. My thought was to not drop the landing gear at that point and expose any possible problem in the wheel well but to wait until approaching SJC. We would have plenty of fuel then for a possible diversion to SFO if necessary.

As the flight progressed without problems I'm certain any concerns by the passengers eased considerably. We did experience a minor problem as we let down for our approach to SJC. As we slowed to 250 knots, we tried to use our high speed stabilizer trim motor. (The 727 had a high speed trim motor for use at slower speeds when a larger stabilizer movement is needed with airplane speed changes, actuated by a thumb switch on the yoke). The slow speed trim motor was actuated by a switch located on the center console. Anyway, the high speed trim motor was inoperative. We considered that a non-issue as we could fly fine using the slow speed motor. The approach and landing at SJC were uneventful. Since, when we had heard the explosive sound several hours earlier,

it had seemed to me to come from just below the captain's windshield. We got off the airplane and looked in that area where we saw a dent in the fuselage complete with blood. At that point that's all we knew. So we made two log book entries: one for a bird strike under the captain's window and another for an inoperative high speed stabilizer trim motor. That's all we knew and we failed to connect the trim motor failure with the bird strike. We probably were unaware that the trim motor was located in the vertical stabilizer.

The following morning I received a call from a flight manager, who no doubt thought I had the whole story, asking me about my troubles the previous night. I asked, "What troubles?" He said he meant the bird strike. I said "Oh yeah". He said the FAA wanted to know why we didn't return to ORD. I said all we knew was we had heard a noise, but all seemed normal and our passengers had paid to go to SJC. The manager said great, that is what he would have done, but the company thought I should have diverted to SFO. They had had to send mechanics to SJC to work on the plane. I explained that our 70 or so passengers had paid to go to SJC so we took them there absent any known good cause not to.

I happened to have another flight out of SJC a few days later. On speaking with the ground personnel there, I learned a bit more about the above incident. I was told they had found evidence of feathers in all three engines as well as a hole in the vertical stabilizer about 20 inches long and roughly four inches wide, which is where the horizontal stabilizer trim motor is located.

I believe the manager who called me was Park Larned. If any of you RUPA members can shed any more light on the incident, I'd like to hear from you. Maybe, another member of the crew could contact me. I don't know even a rough date nor do I recall who else was on the crew.

That's it thanks, *Web*

VINCE YOUNG—Kerrville, TX

Coming up on 75 and I am glad to be alive and still living with my first wife. We are in fairly good health, take a couple of trips a year to be with the kids and go to Colorado every summer. Also, very

grateful that I was able to retire while there was still some semblance of the old UAL. I note that the current hostile management has just fired an MEC member and placed another on 60 day suspension for some trumped up charge. Just about everyone I talk to who is still employed by UAUA hates the company, feels trapped in their job and can't wait to retire. Contrast this with the happy troops at Southwest and it is easy to see why SWA is kicking United's ass in every market they compete with them. Case in point:

United used to run a 737/A319 between SAT & IAD. The loads were good; so, they replaced the 737 with a puddle jumper that holds about 66 people. The ceiling is so low that a six foot four inch man bumps his head. The overhead bins are too small to hold a normal size carry on bag. A bag handler takes your bag in the jetway as you board and puts it the baggage pit. The process is reversed when you land. This causes a huge traffic jamb in the jetway and the passengers absolutely hate it. SWA runs a 737, so guess who gets the business? This same routine is repeated at every station where these mini-aircraft operate. For brilliant decisions like this, management rakes in millions. Last year, I opined that United would be out of business in ten years; now, I think I was overly optimistic.

Check is in the mail with a little extra (U.S. mail volume is going down, but postal rates are going up, again. Can hardly wait for government run healthcare.

Thanks to all,

Vince & Pat (1965-94)

IN MEMORIAM

DUNCAN A. FLEMING

Dear Friends, I am writing to let you know that Dad passed away last night, April 12 at 7:15 PM. God chose a wonderful day, Easter, and a perfect time...just about 7:15 PM. He was at Naples Community Hospital in a private room with a view of the Gulf of Mexico. Though he could not see last night's beautiful sunset over the Gulf - Chris, Scott and I enjoyed it as we said the 23rd Psalm with Dad one last time.

On behalf of my brothers and Dad, I want to thank so many of you that emailed, texted, called or visited. It meant a great deal to all of us and I think it was those things that helped Dad cross over to his eternal life in peace and with courage.

A memorial service was held at the Naples United Church, Naples, FL April 16th. A secondary service will be held later this Spring in Lake Geneva. Though this is not expected, please consider a donation to the Naples UCC's Building Fund in lieu of flowers. If you need to contact us, please call Deb at 630-918-4476.

I'd like to end this with the end of an email that I got from Chappell Wilson...it seemed to sum up what we all hoped for Dad....

We pray that God has given him "clearance to land", "that weather is above minimums", "that he is on glide slope", "the landing gear is down and locked" and that "he puts his bird down on the numbers with a landing so smooth that it felt like a butterfly with sore feet".

We think that is exactly what happened.

God Bless, *Deb, Scott and Chris*

JEROME N. LABERTEAX

Jerry LaBerteaux, age 70, passed away April 13, at M.D. Anderson Cancer Center in Houston, TX. Interment was in St. Peter Catholic Cemetery in Carencro, Louisiana.



Jerry was born in Hobart, IN, grew up in Granada Hills, CA and was a current resident of Carencro since 1986. He had a thirty-year career as an airline pilot for United Airlines, and retired in 1996. He was a past board member and chairman of LEDA, a board member of P.A.R.C., a member of the Airline Pilots Association, the Carencro War Veterans, the Bonne Mort Society, a member of the Knights of Columbus, and past Commodore and member of the Krewe of Karencro. He was a veteran of the military having served as a pilot in the U.S. Navy during the Vietnam War. He loved playing golf and belonged to three golf clubs; Carencro Retired Seniors (Jerry's Kids), St. Pierre Seniors and CGA.

Jerry is survived by his wife, Judy Hutchinson LaBerteaux, a daughter, Julie LaBerteaux Medina, and grandchildren.

He was a loving family man who enjoyed spending time with his wife, children and grandchildren. He had many friends and brought joy to all who knew him. He was a strong warrior in his fight against a very rare form of Cancer. Although he lost his twenty-month battle, he will be written up in medical journals to help those who come after him.

In lieu of flowers, his wife is requesting donations be made to John C. Araujo, MD, PhD, Department of Genitourinary Medical Oncology, Unit 1374, P.O. Box 301439, Houston, TX, 77230-1374.

Morris Emigh

DOUGLAS JAMES NICHOLSON



71, of Marysville, died March 23, 2009, in hospice care in Oroville after a hard fought battle with lymphoma. Born in Dawson Creek, British Columbia, Canada, Doug was a resident of Marysville for 19 years and flew for United

Airlines for 33 years, retiring in 1997 as a captain on the 747-400. He owned the Double Nut Ranch in District 10 with his wife Johnetta and was the former owner of the Eagle's Nest, now Gary's Place.

Doug's career in aviation began in 1956 in the Canadian Air Force where he became a fighter pilot, flying the T-33, CF-100, F-100 and the F-104 while stationed in Zweibrucken, Germany, where he trained in nuclear weapons. Doug came to the United States in 1964 to take a job with United Airlines, flying numerous aircraft including the DC-8, 727, 747, 757 and 767. An entrepreneur with an engaging and stubborn penchant for trying new things, he also owned over the years a grocery store and garage, imported lobsters from the East Coast to sell to area restaurants and built a tack room at a local stable so his children could take riding lessons.

He loved baseball and Little League and singlehandedly raised sponsorships and built a

baseball field for children in the community of Long Branch, N.J., where he lived when he first moved to the United States and became a citizen. He was a member of the Exchange Club of Marysville, serving as Treasurer and the Feather River Sunrise Rotary Club, organizing and participating in numerous community events. He was chair of the District 5180 Rotary Youth Exchange (RYE) program, coordinating numerous exchanges of students to and from the United States to countries around the world. He and his wife also hosted individual students and several Yuba-Sutter Gold Sox players. He was a co-founder of Help Ellis Lake Prosper and organized the Walk for Ellis Lake to raise money for improvements at the lake. He is survived by his wife of 29 years, Johnetta; his son, Kent Nicholson; his daughter, Laura Nicholson and son-in-law Randy Reed, his grandsons, Raymond and Cole Reed, all of Marysville; a brother Brian Nicholson of Prince Rupert, British Columbia; and numerous relatives in Canada.

A graveside service was held on March 27, 2009, at Sutter Cemetery in Sutter followed by a Celebration of Life at Gary's Place in Marysville.

Donations may be made to District 5180 RYE or Help Ellis Lake Prosper at P.O. Box 344, Marysville, CA 95901. Arrangements are under the direction of Holycross Memorial Services.

GEORGE H. SIMMONS

It was with great sorrow that I read that Captain George Simmons had flown west. The New York domicile had many great Captains, but George was right there at the top of the list. George was a gentleman in every sense of the word. He always made his crew members feel at ease. He not only was an excellent pilot, but he also knew how to layover. He showed me some of the finest dining places in the UAL system.

We also spent many hours debating politics, and no matter how hard I tried, George could never see my point of view.

I had not seen George for quite a while, but I still have wonderful memories of him. May He rest in peace. *Charlie Walther*

LAWRENCE A. WATKINGS

June 23, 1925 to April 15, 2009 Lawrence Watkins, longtime resident of Incline Village, passed away peacefully, on April 15th, enjoying 83 years of passionate living.

A cadet at Kent State University, Larry chose to serve in the United States Air Force commissioned as a Lieutenant. He entered his professional career as a pilot, flying as a Captain for 35 years with United Airlines.

He was a self made business man. Loved by Lillian his high school sweetheart since 9th grade.

He is survived by her, and adored by his family of four children and five grandchildren. He leaves behind a grand legacy. Sorely missed by his community of family and friends he will be honored at a celebration of his life in June. In lieu of flowers, donations of your choice can be made in his name or sent to *RUPANEWS*. Watkins Family

Larry and Lil have been Trampers from the very beginning of our club - 1976. He provided terrific leadership on numerous hikes over many years and served as a great president of the Tahoe Trampers from 1988 thru 2006. Larry was loved by all Trampers for his leadership in hiking the great outdoors, for his planning and organization skills and for his dedication to the Trumper family. He will be sadly missed. May his passion for life and for hiking continue to inspire all of us.

All Trampers express their deepest sympathies to Lil and Miss Linda and to all of Larry's family.

Larry Southern, Tahoe Trampers President

CLARIFICATION

Paul Miller was listed on the Flown West page in the April *RUPANEWS*. Paul A. Miller called and assured us that he is still very much alive and well. The person listed in April was Paul T. Miller. Whoever gave us the original notification didn't give the middle initial at the time.

VIRGIL CORNELL KREBS, JR

Virgil was a forty-year resident of Bealeton, VA, a lifelong member of the Episcopal Church and lifetime member of the N.R.A., passed away quietly at home among family and friends on April 10, 2009. He was 86 years old.

He was born on Dec. 11, 1922 in Washington, D.C. and thereafter was a Virginia resident. He was a veteran of World War II serving in the U. S. Marines, and saw service in the pacific theater on the islands of Iwo Jima, Tinian and Saipan as a radio operator.

Mr. Krebs spent the immediate post war years employed by the C.A.A. in Hawaii as a telegraph operator and Trans-Oceanic air traffic controller. In his spare time he learned to fly. He was hired by United Airlines as a pilot in 1952 where he was employed until 1982. He retired to his Bealeton cattle farm with his wife, Virginia Welch Krebs, ten grandchildren and many nieces and nephews. A funeral service was held at St. Luke's Episcopal Church, Remington, VA on April 16. Interment was private.

In lieu of flowers, memorial contributions may be made to the Hospice Support of Fauquier, 42 N. Fifth St., Warrenton, VA 20186, St. Luke's Episcopal Church, P.O. Box 267, Remington, VA 22734 or to the Alzheimer's Disease Assn., 11240 Waples Mill Rd., Suite 402, Fairfax, VA 22030. Online condolences may be made at www.moserfuneralhome.com.

Cards may be sent to:

Mrs. Virginia Krebs
11626 Morgansburg Road
Bealeton, VA 22712





FLOWN WEST ...

*EDGAR E. "EDDIE" BIERSDORFER	Oct. 16, 2008
GEORGE H. SIMMONS	Jan. 21, 2009
STEPHAN A. HEINRICH	Feb. 02, 2009
DAVID L. AREY	Feb. 04, 2009
*DUANE B. LAUGHBAUM	Feb. 10, 2009
EDWARD H. MENZER	Feb. 14, 2009
KENNETH W. MILES	Feb. 22, 2009
LEROY A. SHAVER	Feb. 25, 2009
OLIVER K. TYLER	Mar. 23, 2009
DOUGLAS J. NICHOLSON	Mar. 29, 2009
*JOHN H. HOLM	Apr. 07, 2009
*JOHN BRIGHT	Apr. 10, 2009
VIRGIL C. KREBS, JR	Apr. 12, 2009
DUNCAN A. FLEMING	Apr. 13, 2009
JEROME N. LA BERTEAUX	Apr. 15, 2009
LAWRENCE A. WATKINS	

** denotes non-member*



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.

United Airlines Retired Pilots Foundation, Inc.

Send memorial and other donations to: Capt. T. S. "Ted" Bochniarz, Treasurer
11165 Regency Dr., Westchester, IL 60154-5638



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PERIODICALS

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RUPA'S SOCIAL CALENDAR

Monthly Scheduled Lunches

- 1st Wed. SFO North Bay—*Petaluma Sheraton*
- 2nd Mon. Monterey Peninsula—*Golden Tee or as announced - 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. Cleveland Crazyies—*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*