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# rupanews



**Journal of the Retired United Pilots Association**



## IN THIS ISSUE

President's Message	Page 3	Letters	Page 29-37
New RUPA Officers	Page 4	In Memoriam	Page 38-39
Cover	Page 5	Calendar	Page 40

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Tucson.....Randy Ryan

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Los Angeles South Bay..... Rex May  
Los Angeles San Fernando Valley..... Don McDermott  
Monterey Peninsula..... Phyllis Cleveland  
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Washington D.C.....E.K. Williams Jr

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The P.O. will only forward the "NEWS" for 60 days, so tell everybody!

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## PRESIDENT'S LETTER

Due to an underwhelming demand, we have been forced to cancel the RUPA Convention in September. I certainly understand the lack of motivation to get on a UAL airplane. Just a few weeks back, in Chicago, we went from number 31 to 116 on the standby list for SFO, and this was after the departure of a B777 and a B757. Ron Jersey will have all the information regarding the cancellation in this issue.

I seem to be on a permanent standby list since my hard copy of the *RUPANEWS* just arrived. All of us on the San Francisco Peninsula received our issue on the 23rd of June. Everyone in the whole United States have had theirs for two weeks or more. So much for the high efficiency of the USPS. The color cover of the *RUPANEWS* is a real eye catcher. Cleve and Bruce have really done a fantastic job of fulfilling our former editor, Jock Savage's vision of a sophisticated magazine.

The *RUPANEWS* is available to you via email, if you desire. Let the RUPA secretary/treasurer know by email that you would like the email copy, with your email address in the body of the message. This will ensure Leon has your correct email address. You will continue to receive the hard copy by mail unless you specifically request us to stop the mailing.

The San Francisco RUPA Picnic is going to take place on the 13th of August. For those in the local area, please make your plans to attend. For those of you who may be visiting our area, please consider joining us for the picnic. We would welcome your participation.

Keep those birthday letters coming in; it doesn't have to be long. Just let all of us know that you are still around.

Regards, *Larry*

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## FOLDERS & STUFFERS DINNER

The last Folders & Stuffers Dinner was held on June 24<sup>th</sup> at the Sheraton Gateway Hotel near SFO. There were a total of 68 in attendance and everyone had a great time as we reminisced about the F&S gatherings over the years. Everyone agreed they will miss the coffee and doughnuts as well as the camaraderie.

Because of the monthly F&S gathering, we have never had a monthly luncheon for all RUPA members in this area and have decided it's time to start one. We have found a great restaurant to host our new group (*The SFO Bay-Siders*). It is *Harry's Hofbrau* at 1909 El Camino Real, Redwood City (at the intersection of Woodside Rd. and El Camino). They have a separate room that will hold 50 people and there is no extra charge for the use of the room. It is buffet style dining with a large and varied selection from "soup to nuts." There is also a Senior menu choice for the light eaters. It's a large establishment with plenty of parking, reasonable prices, and its own bar.

The first Luncheon will be held on **Tuesday, July 14<sup>th</sup> starting at 11:30am**. If we get a good turnout, we hope to continue on **the second Tuesday of each month**; same time, same place. No reservation is necessary, just show up and join in the fun.

Cheers, *Cleve*

***Do not send money here, letters only, please***

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### **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](mailto:rupa.sectr@yahoo.com)**

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

## RUPA OFFICERS

The Board of Directors has nominated the following slate of officers to serve for the years 2009-2011.

President	Ronald Jersey
Vice-President	Phyllis Cleveland
Sec/Treasurer	Leon Scarbrough

Since the convention has been cancelled this year, due to lack of participation, this slate will be considered elected, effective September 1, 2009.

Nominations may be submitted by the RUPA membership in accordance with Article 5, Section 3 of the RUPA Bylaws. Nominations must be received by the Sec/Treasurer by August 15, 2009.

## Biographies of Candidates

### Ronald Jersey

Ron graduated in 1964 from the University of Connecticut. He served five years in the Navy flying the P3 Orion. He joined UAL in 1969 and spent most of his time in SFO and retired in 2002 off the 777 in IAD. He is currently the Vice President and Convention Chairman of RUPA.

### Phyllis Cleveland

Phyllis attended Stanislaus State College. She spent fourteen years in general aviation flying which included Flight and Ground Instructing, Chief Pilot for a FAR 135 and 141 Air Charter and FAA Approved Flight School, and in 1983 was hired by the FAA at the Fresno FSDO as an Aviation Safety Inspector. She was hired by UAL in 1989. In 2004 she was awarded the D.B. Robinson Air Safety Award for her years of contributions and dedication to air safety. In 2007 she retired off the B747 at SFO. She is currently coordinator for the Monterey Luncheon Group.

### Leon Scarbrough

Leon graduated in 1961 from Auburn University. He served six years in the Air Force and two additional years in the AF Reserve flying the C-47 and T-39. For the past 39 years he has lived in Sonoma. At one time he was making wine but has now leased the vineyard to a working UAL pilot. He retired in 1998 out of SFO on the 757/767. He is now back into general aviation, flying his Aeronca 7-EC, (right back where he started).

He is the current Secretary/Treasurer of RUPA.

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## RUPANEWS by E-MAIL

We use your email address we have on file. To be sure the list is correct; we use a fresh list from the database every month, just before we send *RUPANEWS* by the first Wednesday of each month.

If it doesn't arrive on time let us know immediately at [RUPANEWS@gmail.com](mailto:RUPANEWS@gmail.com). We will resend it to you, **but not without your current email address in the body of the message**. Your name on the "From:" line on an email header means extra effort and introduces the possibility of a typing error, which could well have been the problem to begin with – right? Right! Thanks, *Bruce*

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## Correction

This correction is in reference to last month's article on page 21

“The Last Revenue Flight of the DC6B”

Mike Lloyd called and said that he was the F/O (center of the picture) not Rick “Fuzzy” Lewis. He also said the Lenny Haines was the S/O.

## BOEING 40C FLIES FOR THE FIRST TIME IN 80 YEARS

It's 44 feet wide, 6,000 pounds heavy, and if you sat on the top wing, an African elephant would have to look up to look you in the eye. This is one big biplane, meant for heavy lifting, hauling 700 pounds or so of mail plus four passengers and a pilot. No matter how you divvy up the project, it was one massive undertaking, just the thing for a fellow who loves to tackle a difficult restoration. With 18 airplane restorations under his belt, Addison Pemberton was ready for "the big one," and this biplane certainly lives up to that billing.

After an intensive eight-year restoration, Addison and his sons, Ryan and Jay, along with his wife, Wendy, have seen the culmination of their efforts (along with those of more than three-score volunteers) when the big Boeing flew on February 17, 2007, for the first time since it crashed in the mountains near Canyonville, Oregon, in October of 1928.

February has been an eventful month for the Pembertons and their Boeing. Earlier, its first engine start was done. In an e-mail to friends and family who have been kept posted on the progress of the restoration, Addison wrote:

*"With my son Ryan in the lofty cockpit, we engaged the inertia starter on the Boeing 40C for the first time in 80 years, ran it though six blades, and hit the mags. The 1340 Pratt lit off strong and smooth before he could even get to the booster coil on the first try! We ran the airplane for 20 minutes, which included an impressive full power run that rattled every window in town."*

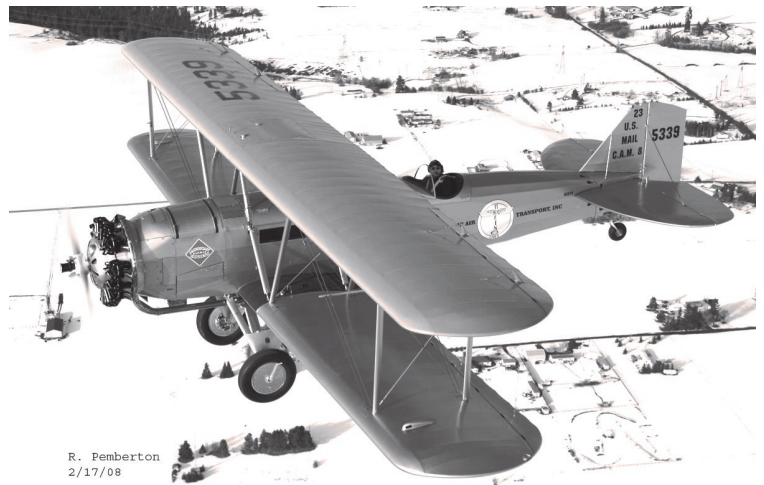
Waiting for calm, clear weather, Addison flew the 40C at Felts Field in Spokane, Washington, earlier this week. Here's part of what he wrote concerning the flight:

*"The test flight this weekend went perfect with my sons Jay and Ryan flying chase in our C-185 (Spot) loaded with video and camera.... I was able to fly the airplane hands-free within a few minutes of flight.... In all flight configurations I never used more than 1-1/2 degrees of trim change including slow flight at 55 mph. Cruise was dead center with the 29 percent MAC CG.... The airplane is very controllable and pleasant with excellent ground handling, good elevator, and very good rudder control and heavy but effective ailerons with a disproportionate amount of rudder needed for more than 50 percent travel. The visibility is very poor, but not difficult. The overwhelming surprise is stability! Like a rock. A wing lowered 10 degrees will right itself in 10 seconds without pilot input. A depressed rudder will center almost instantly when released. The speeds were much higher than we imagined. I had to really work to keep the airplane less than 110 mph, which was our safety limit for ride one. I had to really pull the power back. I am sure we have a 125mph flying machine here. Even with zero incidence the airplane flies tail high, even at low power settings in cruise. I had the feeling that I could have crawled out of the cockpit and walked around the wings*

Grant Donaldson (Pilot) standing on 5339, shaking Bill Boeing's hand. (1928)



Addison Pemberton (Pilot) standing on 5339 Shaking Bill Boeing Jr.'s hand with Boeing CEO, Scott Carson (2008)



R. Pemberton  
2/17/08

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for a while if I had wanted to, then return to the cockpit when it was time to land! Landing is a very pleasant final at 80, 70 over the fence, and hold 3 degrees nose-high and the big 36-inch diameter wheels and soft 11-inch travel oleo gear make a transport touchdown in the 50s almost imperceptible.”

A few facts on the restoration from Addison:

“1) The project required my wife, Wendy, to prepare 416 hangar meals with an average of nine place settings. This required 7,400 paper plates, 104 gallons of tomato sauce, and 1,000 bread rolls.

2) Two hundred twenty-one gallons of dope/reducer and 120 yards of 102 Ceconite fabric. Twelve gallons of polyurethane paint for the sheet metal.

3) The wings have 33,000 individual parts in them.

4) The airplane weighs 4,080 pounds empty and has a gross weight of 6,075 pounds. It’s 34 feet long and 13 feet tall with a wingspan of 44-1/2 feet. Wing loading is 10 pounds per square foot, and power loading is 10 pounds per hp (same as our Super Cub). It should cruise at 115 mph at 28 gph and 120 mph at 32 gph. It carries 120 gallons of fuel in three tanks.

5) We used 350 2-inch brushes, six gallons of West System epoxy, and 181 rolls of paper towels.

6) There were a total of 62 volunteers who worked on the project to some degree—21 volunteers who did a significant amount of work and nine that worked continually over many years.”

Addison closed out one of his recent e-mails:

“Thank you all for the interest in this dream, and I will enjoy flying the airplane and sharing it with all of you. Look for the Boeing 40 to come to an airport near you! We will take the airplane to Oshkosh, Blakesburg, Brodhead, and then to New York, and then to San Francisco on the original transcontinental airmail route this summer.” ( See history article about Boeing 40A on page 18)

Visit <http://www.hangarbuddy.com/addisonpemberton.aspx> to see video of the 1st flight.

Addison Pemberton: Spokane, WA <http://www.pembertonandsons.com>

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## HELLO OUT THERE

From the desk of your Sec/Treasurer

Don't write much, as I usually don't find time, nor do I have anything relevant to add. This month might be different.

First, to Milt Jines. I have been called the Mayor of Vineburg, but never the Sovereign King. My neighbors would rebel. And being Mayor was a long time ago. Look for Vineburg, CA on the map, if you can find it. Two. Those wonderful folks who contribute extra to our checking account. Whether it is an extra \$5 or \$65, it is truly appreciated. Bruce liked to add a paragraph of names, but being new on the job, I am still learning the basics, so please accept my THANKS to you out there, spread all over the USA, and a few in foreign lands.

Three. We are working on waking everyone up to the changes. A) where to send checks-PO BOX 400, Vineburg, CA 95487-0400, B) Where to send your letters to the Editors: [rupaed@gmail.com](mailto:rupaed@gmail.com), No computer, just mail them to beautiful downtown Foster City. C) Don't need those stinky old file numbers, as we do not have an association with UAL. Would we really want contact with the present management? Well, yes, but only to get names of those retiring and medically retiring. If you know of any retiring, please let us know so we can attempt to have them join RUPA. D) Flown West. We seem to miss some now and then, or catch up a few months after the fact, so if you are aware of any, please inform us, the Editors, or Secretary. (Damn, never thought that in my Golden Years I would be a Secretary. Oh well) *Leon Scarbrough*



## CONVENTION NEWS

I am sorry to announce that the 2009 Convention has been cancelled. As of June 19th, I have received only 8 registrations. I did not receive any response to my request for e-mails letting me know if you are going to attend. Because the penalty phase for cancellation begins on June 24<sup>th</sup>, the BOD and I decided to cancel.

The registration fees are in the process of being returned. For those who have made hotel reservations, please check with the hotel to be sure they are cancelled. If you made tour reservations, contact them for your refund.

Hopefully this is not an indication for future events. I know the economy is bad and flying standby is getting harder, but I am optimistic about 2010 and I will be planning a cruise for next year. Any comments on cruises

you have been on or would like to go on would be greatly appreciated. I would also like to hear your opinions

on future conventions. Are you still interested in having them? Please take the time to e-mail me because I really do not want to be doing all this work if no one is interested.

## CLEVELAND CRAZIES MID-SUMMER DO

Saturday the 13<sup>th</sup> of June was the annual Cleveland Crazies Summer Do and this year was again, grand. What wonderful weather for the most part and when it did start to sprinkle, no one seemed to notice for whatever reasons and the party continued undisturbed. As is normal everyone brought a dish to share and the table was well and thoroughly covered with a superb variety of entrées, salads, appetizers, and desserts. The affair was to start at 4 pm; however several early birds came in looking for airline/interline discounts. Sure is tough getting older, and still having the old training... We do bring in old newspapers if we can, so they do feel more at home. Most of the time was spent on the deck or by the food table and stories and "do you remember's" flowed along with the evening.



Attending were Phil and Linda Jach, Jane and George Bleye, Ed Griffith, Len and Isobelle Chambers, Joanne and Dick Orr, Don and Bev Karaiskos, Robert and Shirley Curtiss, John and JoAnn Pinter, Bill and Dorothy Christie, Joe and Vickie Getz, Victor and Brigitte Popelars, Rob and Jane Marshall, Bob Olsen, Dan and Bev Seiple, Dawn and Bob Lang, and your reporter Richard McMakin with my very patient and tolerant wife Carol. In addition Mary Tingley, Tony Tabor(ret) with wife Debbie, and Mike Garcia, CLE F/As, arrived to help make the gathering official.

Later in the afternoon/evening we did gather for a picture to prove that most of us were still able to stand, and we hope that it will be included in the *RUPANEWS* along with our report. There were a number of the old guard conspicuous by their absence and they shall receive the required lashing if and when we can find them. All in all it was a very successful party for us and we certainly plan to do it again next year. To all the CLEVELAND CRAZIES who could not attend, YOU WERE MISSED. To the rest of you, from all of us....Have a safe and sensible summer anyway!

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**Those wonderful church bulletins!**  
The Fasting & Prayer Conference includes meals.

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## DANA POINT RUPA LUNCHEON

Tuesday 16 June 2009. All along the Southern California coast we have been experiencing the phenomenon known as "June Gloom" for the past month-and-a-half, where we have gone for days and weeks with little or no glimpse of the sun peeking through the cloud cover. (Depressing!). Miraculously, for our luncheon today, the gods smiled on us and graced our foray to the Wind and Sea Restaurant with beautiful sunshine, mid to high 70 temps at the coast, and an altogether enjoyable day, ogling pulchritudinous wait-persons and other lovely people, who come out in large numbers when the weather turns this nice. Oh! And the food was good, as well; and the company, too.

Nice to have Don Morgan with us today, who makes the trek in from Corona, which is well inland, but which he said has been suffering from the same afore-mentioned June Gloom we all have had to put up with. We had a smaller than usual turnout of eleven souls, which signals the beginning of the summer season. Too bad, for those who missed; their loss, since we always seem to have such a good time, swapping stories and enjoying the general camaraderie, and today was no exception.

One thing we may have to address in future is our seating plan. With the layout on the veranda at the Wind and Sea, and the tables set in a long line, it means when conversations are carried on at one end, those seated at the other end are not always privy to those conversations and stories. And that's only exacerbated by our increasingly diminished auditory capabilities. We usually get around this problem by seating ourselves next to different folks in succeeding months. A "Round Table" format suggests itself, but may not be practical for this otherwise ideal restaurant and location.

Joining in today's festivities: Rusty Aimer, Park Ames, Bruce Dunkle, Rudy Haluza, Ed Judd, Bob McGowan, Jerry Meyer, Don Morgan, Bill Rollins, Bill Stewart, Joe Udovch, and George Webster.

Besides the usual jokes and stories, some serious discussion ensued concerning some of the recent aircraft accidents. With the availability of ACARS information in the Air France crash, it seems like investigating authorities have a pretty good line on causes, even before recovering the "black boxes". Amazing!

For anyone who may be making a summer visit in this area (LA-ORANGE COUNTY) on or about the third Tuesday of the month, come join us at Dana Point. Good food, pilots' prices, great scenery, and a laid-back lunch hour (or two) await you.

Cheers! *Joe Udovch*

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## DENVER GOOD OL' BOYS May Luncheon

The weather was delightful for the regular May meeting of Denver Good Ol' Boys. The zymurgists duly lined up and did their part for the sport, and happy hour was its usual success.

The bell sounded at 12:00 on the dot and most agreed that the chow met or exceeded expectations. Some-time after all were sated, the coordinator produced the usual attempt at humor which appeared to elicit a *chuckle or two*.

In a more somber vein, Al Dorsey informed all that our esteemed and beloved Pete Cecchinelli had succumbed at 11:30 the previous day. Pete will be missed by this organization.

The scribe couldn't help pointing out the (aviation) significance of the day following the day of our meeting, as it happened that it was the 82nd anniversary of the beginning of the historic flight by Charles Lindburgh. As simple as it may seem today, that was the "moon shot" of its day, and quite an accomplishment.

Denis Getman related how he had obtained a refund of his Medicare overpayment.

There being no other business, the meeting devolved into socializing and adjourned at a suitable hour.

Those in attendance included: Roger Delozier, Dick Garbrick, Phil Spicer, Curly Baker, Joe Kenney, Mark Connelly, Bob Sannwald, Maury Mahoney, Ed Riehl, Gary Gore, Bill Hoygaard, Al Snook, Dick Shipman, Denis Getman, Larry Walters, Al Dorsey, Pat Murphy, Stanley Boehm, Ken Ewing, Duane Searle, Jim Nist, Susan Hytinen, Barry Edward, Russ Ward, Bill Fife, Bill Hanson, David Horwitz, Ed Cutler, George Maize, Jim Krasno, A.J. Hartzler, and the scribe and coordinator, *Ted Wilkinson*

## DEN GOOD OL' BOYS June Luncheon

The weather for the June meeting of DEN Good ol' Boys could hardly have been nicer, and this was the month for one of our semi annual "spouses-invited" meetings. Happy hour was its usual rousing success, and



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the dinner bell sounded at noon. For some inexplicable reason many had already claimed spots at the tables so there was no great rush into the buffet lines. However, the food was plentiful and tasty and there were seconds of dessert for those so inclined.

The scribe and coordinator's attempt at humor must have been a good 'un as it actually evoked a few chuckles from this usually stoic crowd. It went something like this: A drill sergeant had just finished chewing out a recruit and as a final comment he said, "I guess when I die, you'll urinate on my grave". To which the recruit answered, "Not me, sarge, ...no sir! I promised myself that when I got out of the military, I'd never stand in another line".

During the Boring Business Meeting the passing of Dale Cavanagh's wife, Nanette was noted; Ray Bowman announced to the group about the upcoming Retd. Fire equipment convention, of which he is part; Ann and Bob Blessin jointly announced the DEN RUPA Picnic, which will occur on the 18th of August; Jack Wilhite announced the EAA fly-in for Saturday the 20th at Rocky Mountain Metropolitan Airport, and the fly-in, airshow scheduled for Aug. 22-23.

The necessities having been concluded and socializing being needed, the meeting adjourned at an appropriate hour.

Those in attendance included: Mack Connelley, Al Dorsey, Roger Delozier, Bob and Ann Blessin, Rex and Ruth Bales, Jack and Angelina Davis, Tom Johnston, Bill Bates, Rich and Kaye Madsen, David Horwitz, Ken Ewing and Kathy, John and Marion Allen, Al Snook, Denis Getman, Pat Murphy, Russ and Pat Ward, Joe Kenney, Susan Hytinen, Bernie Stoecker, Hal and Janet Meyer, Jack Wilhite, Bob and Mary Crowell, Jim and Terry Nist, Carl Harder, Bill Fife with daughter Clair, Stanley Boehm, Rick Bebee, Jim Krasno, Dick and Jerry Shipman, Ron and Georgia Schafer, Ray Bowman, and... the scribe and his bride, *Ted & Rose Wilkinson*

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### **HAWAIIAN ONO NENE'S RUPA LUNCHEON**

Well only the Kaapunis and the Sorensens showed for lunch today. We had a great meal, easy to taste why Tangos was voted best new place in Honolulu.

Having a small group has one advantage; you do not miss out on any of the conversation. Next month in Kailua on the 8<sup>th</sup> hope more of you can make the date. Aloha, *Jim*

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### **LOS ANGELES SOUTH BAY LUNCHEON GROUP**

We had the normal faithful followers attend. George Krosse fought the freeways to be with us. We almost hope gas prices would go back up to thin out the traffic.

We all gave our opinion on the Air France - high altitude upset.

I related to everyone about my first catapult launching off of a carrier in the F6F Hellcat. Afterwards two of my buddies and I sneaked into the forward starboard gun tub to watch other carrier landings. It was a restricted area and considered dangerous but who believes that when you are a 20 years old cadet. After about 15 minutes a friend of mine by the name of Jack Chinello did a wave off and crashed into the gun tub as we lay in a fetal position in the bottom of the gun tub. Then we looked out at the ocean and the tail of his F6F was all that was in sight. In a few minutes Jack popped to the surface just like we had learned in the Dilbert Dunker. I think I learned something that day about obeying regulations.

We welcomed Tom Reidt one day out of one of his many surgeries.

Attending in addition to George and Tom were Charles Raphael, Arvid von Nordenflycht, Walt Albright, Gene Gawenda, Loyd Kenworthy, Norm Marchment and yours truly, *Rex May*.

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### **THE MONTEREY PENINSULA RUPA LUNCH BUNCH**

It was another beautiful Carmel Valley day as we dined on the patio at Edgar's at Quail Lodge on June 8<sup>th</sup>. No out-of-control golf balls disrupted the excellent service and fine dining experience. Those attending were Milt Jines, Connie and Beth Ege, Jerry Quitney, Robert & Mary Alice Gifford, Pete Walmsley (we missed Donna who was in a golf tournament), Jon Rowbottom, Dave Mackie, Diane Ellis, Paul Fewel, Barrie and Sharon Nelson, Daryl Moses, and I.

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Several interesting "war stories" were shared along with a few Marine jokes! (Not repeatable here!) One "groaner" started with "a Priest and a Rabbi walked into a bar . . .". Luckily lunch was served just in time! Our next luncheon will be **Monday July 13<sup>th</sup>** at **Edgar's** with our usual gathering time of **1130**. I will send an email reminder the Monday before requesting RSVPs. Thanks to Beth and Connie Ege and Pete Walmsley for hosting our marvelous lunch - again!

Happy July 4<sup>th</sup>! *Phyllis Cleveland*

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### SFO NORTH BAY RUPA LUNCHEON

The June/2009 lunch gathering of the North Bay RUPA group was held on the first Wednesday, as is custom. The group was pleased to see Merle Holman, recovering from a leg injury, in attendance, still in a wheelchair. Speedy recovery is hoped for!

Call ins and well-wishers greeting were announced, and those still holding stock in uaua were reminded to be certain to vote their wishes for the stockholders meeting. Barney Hagen told of the upcoming "Hot Dog Thursday" at the Pacific Coast Air Museum, public invited! A brief rundown of the latest news was given, including the report from the PBGC that the pilot group determinations would not be completed until sometime in fiscal year 2010, and that the FICA lawsuit had been assigned a case number. Thanks to Bill Greene, a full size training photo of the Convair cockpit was on display, and several items of airline memorabilia were passed about, courtesy of Larry and Dee Whyman...Thanks, folks! The possibility of a rather interesting aviation speaker that might volunteer to appear at a future lunch was discussed, and a straw poll indicated the majority of the group favored inviting an occasional "person of interest" to address the group.....

In attendance were: Tom Grey, Jules Lepkowsky, Barney Hagen, Larry and Dee Whyman, Dick Hanna, John Baczynski, Wayne Heyerley, Buddy DeCosterd, Gary Webb, Leon Scarbough, Bill Smith, Dick Lammerding, Bill McGuire, Al Milotich, J.R. Hastings, Dick Smith, Deke and Merle Holman, Bill Greene, Jim Mansfield, Al Fink, Ken and Shirley Corbin, Gardner Bride, and, *Bob and Doris Donegan*.

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### THE SEATTLE GOONEY BIRDS

Thursday, June 18<sup>th</sup> --- The Gooney Birds of Seattle met for lunch today in the usual locale (The Sea Tac Marriott Hotel.) The round tables we were accustomed to had been replaced with long banquet type tables that seat ten to a side. This made the conversation a little more difficult because of the age of our group. I will complain to the management.

We welcomed Dave Link back to our group after several years of his living in Kansas. He told us a good joke for his re-initiation. An announcement was made that Les Shea had 'Flown West' after suffering from Alzheimer's for several years. Bill Records reported that John Stewart had contracted a staph infection while on a cruise ship and passed away in a hospital in Denmark.

After another geriatric joke by the host we adjourned until next month. In attendance: Dick Anderson, Dave Link, Mark Gilkey, Bill Records, Bill Stewart, Ray Hanson, Dave Carver, Howard Holder, Jack Brown, Chuck Westpfahl, Bill Stoneman, Fred Sindlinger, Gere Pryde, Neil Johnson, Vince Evans, Ray Hull, and Bill Brett.

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## United may purchase 150 planes from Boeing or Airbus

By Susanna Ray and Andrea Rothman – June 4, 2009

June 4 (Bloomberg) -- United Airlines, the third-largest U.S. carrier, will negotiate with Boeing Co. and Airbus SAS for an aircraft order that a person familiar with the situation said could call for 150 planes.

UAL Corp., the Chicago-based parent of United, is seeking a mix of widebody and narrow body planes, John Leahy, chief operating officer of Airbus, confirmed today in a telephone interview. Boeing has been invited to participate in the bidding, said Jim Condelles, a spokesman for the plane maker.

"We're definitely working with United Airlines on their fleet replacement needs," Leahy said. An order for

# **SFO RUPA ANNUAL PICNIC**

**Thursday, August 13, 2009  
1130 - 1500**

**Flood Park  
215 Bay Road  
Menlo Park, CA**

**Cost: \$25.00 per person  
Payable to: D.L. Wright  
605 Joandra Court  
Los Altos, CA 94024**

**Reservations by August 3rd**

**Directions: From Bayshore Freeway (US 101), exit Marsh Road, toward the ocean. Turn Left on Bay Road (after RR tracks) and continue .7 mile. Turn left into FLOOD PARK.  
No fee for parking, age 62+.**

**A small plate of hors d'oeuvres and your own flatware is optional.**

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150 aircraft, if split between small and large jets, may be valued at about \$20 billion, using median list prices from the plane makers. Tallying the cheapest planes, the bill could be \$13 billion at list prices. Airlines often get reduced prices by negotiating with both of the world's largest commercial-aircraft makers and then buying from one company.

Airbus and Boeing are suffering from slowing demand and order cancellations as the recession hammers air travel. Airbus, a Toulouse, France-based division of European Aeronautic, Defence & Space Co., is struggling to win the 300 jetliner contracts it has targeted for this year and faces an earnings squeeze from falling prices. At Chicago-based Boeing, cancellations have matched new orders this year.

"If you want good prices, this is the time to buy," said Chris Tarry, an independent airline analyst based in London. "It's been ages since they ordered any planes. The question is, when are they going to be delivered? If you're going to buy 150 planes, then you're going to get a very good price, particularly for near-term deliveries."

The average age of United's planes is 13 years, according to the airline's Web site. That compares with an average of 11 years for U.S. major network carriers, according to figures compiled by Ascend, a London-based aviation data provider. The average age at AMR Corp.'s American Airlines is 16 years. Singapore Airlines Ltd., the world's largest carrier by market value, has a fleet age of six years.

United intends to replace many of its 111 widebody planes and some of its 97 Boeing 737 single-aisle aircraft, the Wall Street Journal reported, citing people familiar with the situation. The carrier has hired Seabury Group LLC to help with negotiations, the newspaper added.

Previous Airbus Order: United last placed an order for aircraft in May 2001, Ascend said, when the airline ordered two Airbus A319 planes. Kevin Johnston, a London-based spokesman for United Airlines, said he couldn't immediately comment on the carrier's purchasing plans.

United emerged from bankruptcy protection in 2006. The airline's stock has declined 86 percent in two years, valuing the carrier at \$761 million, an amount that's less than the price of four Boeing 747s. UAL's first-quarter loss narrowed to \$382 million, beating analysts' estimates, as United trimmed capacity and benefited from falling jet fuel prices.

"They know they have an old fleet so they're thinking let's offer it up as a really nice big order in the bottom of a recession and get the manufacturers to bid aggressively," said Nick Cunningham, an analyst at Evolution Securities Ltd.

Airlines are eliminating jobs, cutting routes and grounding planes to survive a global slowdown, particularly in high-margin business travel. Losses this year will be "substantially worse" than the estimate of \$4.7 billion made in March by the International Air Transport Association, the trade group's chief executive, Giovanni Bisignani, said today.

United's purchasing plan is reminiscent of US Airways, which bought planes on the cheap in the early 1990s, the London-based analyst said. "The manufacturers did come to regret it, so I think they need to be in real dire straits to make similar offers."

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## **Why United Airlines won't be a big-plane buyer**

By Julie Johnsson | Tribune reporter - **June 6, 2009**

United is likely to pass on Boeing's 747 and other jumbos to concentrate on smaller, two-engine jets that consume less fuel. Although it is one of the largest jumbo-jet operators in the world, United Airlines isn't looking to replace its Boeing 747s with new supersize aircraft that Boeing Co. and Airbus SAS are desperate to sell.

Chicago-based United is mapping out its aircraft needs for the next 25 years, hoping to take advantage of a swift and sudden downturn in global air travel that has left the plane makers scrambling to find takers for wide-body jets slated to roll out of factories over the next two years.

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However, analysts question how United will finance the new planes at a time when oil prices are rising, ticket sales are sluggish because of a global recession, and airlines are striving to raise capital and preserve their precious cash reserves.

As it mulls an order for as many as 150 jets, United is looking to smaller, twin-engine planes to handle the long-range flying done by its fleet of 26 Boeing 747-400 planes, say people familiar with its plans. The jumbos seat about 350 people and are powered by four engines.

Airbus Chief Operating Officer, John Leahy, told the Tribune that United is not looking to buy Airbus' double-decker A380 planes, which seat more than 450 passengers.

"We have been talking with them for quite some time. But the [request for proposal] is very recent. Unfortunately (for both companies) the A380 is not (currently) included," Leahy said via e-mail, implying that Airbus may attempt to sway United.

Airbus has yet to land a North American customer for the A380 and recently said it would slow production of the planes during 2009 and 2010 as such customers as Australia's Qantas Airways Ltd. defer deliveries.

Chicago-based Boeing has only one airline customer for the passenger version of the 747-8, a stretched model of the jumbo that seats about 460 and borrows some of the design innovations of its 787 Dreamliner. Boeing has absorbed nearly \$1 billion in charges as a result of design problems and delays with the stretched 747, which is running months behind schedule.

While both plane makers likely would offer deep discounts to nab a United order for their jumbo jets, the carrier instead is eyeing smaller aircraft like the Boeing 777-300ER. It seats about 365 people but flies on two engines, offering greater fuel efficiency than the larger planes.

But as United plans an aircraft order that could top \$10 billion, analysts and financiers worry about how the airline will handle the additional debt. United held \$2.5 billion in unrestricted cash at the end of the first quarter, which would cover less than two months of its operating expenses.

Investment bank JPMorgan downgraded United on Friday, warning that the airline's balance sheet was fragile and that it could violate debt covenants later this year if oil continues to rise.

"While we're all for buying assets at the bottom of a cycle, we are concerned about United's apparent about-face as it relates to capital discipline," wrote analyst Jamie Baker.

United Chief Executive, Glenn Tilton, told employees in an e-mail message that the carrier won't place an order that jeopardizes its finances.

"In addition to earning a return, any aircraft order must be financed in a way that strengthens our balance sheet over the long term and does not impact our cash position," Tilton said.

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## **BPH: NEW DISCOVERIES MAY LEAD TO BETTER TREATMENT**

Could more than one type of benign prostatic hyperplasia (BPH) exist? Can a simple blood test help determine the best treatment for BPH? Can a drug used to treat erectile dysfunction (ED) help alleviate the troubling symptoms of an enlarged prostate? The answer to all of these questions is -- **perhaps**. In this Special Report, Johns Hopkins discusses key studies that identify new form of BPH and reveal links between BPH and ED.

**Although it's too early to give a definitive yes or no to these questions**, research on several fronts is changing the way urologists view BPH. Recent findings suggest that the condition is more complex than originally thought, and these insights are pointing the way to promising new strategies for diagnosis and treatment.

Severe Form of BPH Identified -- Until recently, BPH was considered to be a single disease responsible for a variety of lower urinary tract symptoms, ranging from discomfort while urinating to the inability to urinate at all. But a new discovery by Johns Hopkins researchers challenges that view. Their findings suggest that there may be at least two forms of BPH: one type with mild symptoms that are unlikely to cause urinary tract com-

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plications and another, more severe form that can lead to irreversible bladder damage. Knowing which form of BPH a man has at diagnosis could help guide treatment choices.

Reporting in *The Journal of Urology*, the researchers described a protein known as JM-27 that can help determine which men have the severe form of BPH. In the study, blood samples were obtained from 68 men (39 with severe BPH symptoms; 29 with BPH but no or mild symptoms) who participated in the Medical Therapy of Prostatic Symptoms (MTOPS) study. Using an experimental blood test for the JM-27 protein, the investigators identified with about 90% accuracy which men had the more severe form of BPH. Interestingly, those with the lowest amounts of the JM-27 protein in their blood had the most severe symptoms. To validate their findings, the researchers are evaluating the test in a larger number of blood samples from men in the MTOPS study. The goal is to develop a blood test that doctors can use in their offices to measure blood levels of the JM-27 protein. Such a test would allow doctors to identify and treat the severe form of BPH early -- perhaps before significant symptoms develop -- which could prevent damage to the bladder. A JM-27 test might also help doctors tailor BPH therapy more precisely to each patient and to monitor each man's response to treatment.

**The Link Between ED and BPH** -- In separate research, investigators are exploring the link between BPH symptoms and ED. Accumulating evidence suggests that men with significant lower urinary tract symptoms due to BPH are at increased risk of having ED. The reverse also is true: Men who experience ED are more likely to have lower urinary tract symptoms related to BPH. Several studies show that treatment for one disorder often helps the other.

In a study published last year in *The Journal of Urology*, men with lower urinary tract symptoms were given the ED drug tadalafil (Cialis) or a placebo. The men who took Cialis daily for 12 weeks experienced significant improvements in their International Prostate Symptom Score (IPSS), a standard questionnaire used to help diagnose BPH and monitor its symptoms.

In another study also reported in *The Journal of Urology*, sildenafil (Viagra) relieved BPH-related lower urinary tract symptoms and ED among men who had both conditions. After 12 weeks of daily Viagra, the men's scores improved significantly on both the International Index of Erectile Function and the IPSS. The men who took Viagra also had better scores on questionnaires that assessed the impact of BPH on daily living, quality of life, relationships, and self-esteem.

**Better BPH Therapies Ahead?** The results of these and similar studies suggest that advances in BPH diagnosis and treatment can be expected in the next several years. Future studies will likely evaluate different drug combinations to find the most effective treatments for men with BPH and ED, hopefully leading to a more individualized approach to therapy for both conditions.

Posted in Enlarged Prostate on June 2, 2009

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## **Air France Crash Underscores Challenge of Designing Complex Automated Systems**

An engineer/pilot's view on what went wrong with Flight 447

John Loughmiller, Contributing Editor -- Design News, June 4, 2009

On May 31, 2009, four hours into a trip from Rio de Janeiro to Paris, Air France Flight 447, an Airbus A330-200, encountered heavy turbulence. Fifteen minutes later, an automated system began sending messages documenting a worsening situation as first one and then another of the redundant electrical systems failed until all four were gone. Among the last messages sent was one advising that the cabin pressurization system had also failed suggesting an in-flight breakup.

The circumstances surrounding this flight underscore the diabolical challenge of designing complex, automated systems for multiple contingencies and then managing the consequences of the design choices made. Since I have a couple hats in my collection, one for when I'm being an engineer and another for when I'm being a pilot, the crash brought these challenges into sharp focus. It also reminded me of 30+ years of pilot concerns about Fly-By-Wire flight control systems. In a Fly-By-Wire system, electric motors and actuators operate the flight surfaces via wires or fiber optic strands. Multiple computers provide continual oversight of the process. Designers employ software to prevent what they consider to be dangerous or illogical user inputs from the pilot in an attempt to reduce pilot error and thereby increase safety. Unfortunately there have

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been accidents – some fatal – because designers didn't adequately anticipate abnormal flight regimes.

In a fully implemented Fly-By-Wire system, there's no reversion to manual control. Pilots are system managers, making requests of the computers, which then decide whether the requests are reasonable. They control the movement of control surfaces using a set of rules or "laws." On an Airbus for example, four operational laws govern its operation: Normal, Normal Alternate, Abnormal Alternate and Direct Law. As systems fail, control authority changes, eventually offering the pilot control only of elevator trim, rudder and thrust of the airplane's engines in the Direct Law mode.

With four electrical systems and multiple computers, the odds of ever getting to Direct Law are remote. But Flight 447 lost all of the electrical buses plus cabin pressurization in a thunderstorm, which was something the designers probably listed as an extremely unlikely possibility. Manual reversion in this case may not have helped, but it certainly could not have hurt. In a dire emergency, a pilot needs access to every flight control on the airplane. After all, if things are really bad, why make them worse by restricting a pilot's options to the point that he or she is little more than a passenger?

To an aeronautical designer, there's a tightrope to walk that's both long and very far above the ground. Involving non-designers in the process isn't something that's normally high on their list of priorities since outsiders (pilots in this case) will frequently want to add features that translate to added cost. Still, most airline pilots I know who make their living in a Fly-By-Wire airplane don't object to the software itself. They appreciate the smooth way the computers execute the flight surface movements.

What they hate is the lack of full control of the airplane in an emergency. This desire is at variance with an aircraft designer's mindset that tries to prevent mistakes by restricting the actions a pilot can take. While these design objectives work well in normal operations, should things go horribly bad, as they did with Flight 447, the design rules may be in conflict with what's required to extricate oneself from disaster. This is the pilot's case in a nutshell.

John Hansman, a pilot and an Aeronautical Professor at M.I.T. specializing in aircraft design, has studied the differences in the Fly-By-Wire control philosophy and the more traditional approach to aircraft control. In his opinion, Fly-By-Wire gives more decision authority to the aircraft systems and less to the pilot, whereas traditional systems provide dynamic feedback on the operation of the aircraft but leave most of the decisions to the pilot. Hansman feels that by allowing computers to make critical decisions when operating in an abnormal flight regime, designers place a tremendous burden on themselves to anticipate all possible emergency modes and design the system to react appropriately.

But what's appropriate? That's at the core of the debate. Although there are budget constraints in any design, Hansman has an approach that may help. He tells his students, who may well be the next generation of Boeing or Airbus designers, that to make correct decisions, particularly when designing complex machines like airplanes, it's critical to involve end users early in the design process. He teaches that both the designer and the end user have a mental model of how something should work. However, the two models are frequently at variance with one another.

An example: A designer working on flight dynamic issues notes there are many reports of pilots getting the airplane to assume a steep angle of attack coupled with a decay in air-speed to decay. This set of conditions is precisely what killed New York Yankee catcher Thurmond Munson as he approached an airport in his Cessna Citation business jet. The designer's solution was to examine the amount of pitch up requested by the pilot, and as it increased, cause the engines to spool up so that the aircraft can't slow down. This strategy worked fine until a combination of events that had not been modeled during the design phase fooled the system. Although the pilot steadily increased the pitch, the engines didn't spool up. The pilot should have immediately lowered the nose and manually increased the thrust but, relying on the automation, he didn't, and the airplane crashed short of the runway. It was a case of pilot and designer error.

Another example: A pilot descended below the normal Initial Approach Fix (IAF) altitude because the weather was excellent and he was flying a visual approach. Once past the IAF, he commanded the aircraft to fly the approach. He thought it would simply continue on towards the runway, capturing the glide slope from

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below instead of from above which is the way it works when you start at the IAF. Instead, the aircraft went into an immediate climb and attempted to reach the altitude required at the IAF even though that point was behind the aircraft by this time. The pilot decoupled the aircraft from the autopilot but placed the airplane back in the approach mode once he'd satisfied himself that the system was working properly. The aircraft once again started climbing, giving the passengers a carnival ride they didn't expect. The designer in this case never anticipated the pilot would attempt to fly a precision approach from a point other than where the approach is normally begun.

We may never know what happened to Flight 447. But the dialogue that will emerge from this event will be invaluable to system designers, as they continue in their quest to design higher degrees of safety into their automated systems.

Contributing Editor John Loughmiller is an Electronics Engineer specializing in Single Channel Per Carrier communications systems and control logic system design for automated communications devices. He's also a 4,500 hour commercial pilot, flight instructor and aircraft owner and is a Lead Safety Team Representative for the Federal Aviation Administration.

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### **AIR FRANCE ACCIDENT Smoking Gun Found**

An interesting discussion about Airbus 300 Series aircraft resulting from discovery of the vertical stabilizer from the recent Air France accident.

The fin failure leading to breakup sequence is strongly suggested in the following narrative report by George Larson, Editor emeritus of *Smithsonian Air & Space Magazine*.

------(George Larson's Report)-----

This is an account of a discussion I had recently with maintenance professional who salvages airliner airframes for a living. He has been at it for a while, dba BMI Salvage at Opa Locka Airport in Florida. In the process of stripping parts, he sees things few others are able to see. His observations confirm prior assessments of Airbus structural deficiencies within our flight test and aero structures communities by those who have seen the closely held reports of A3XX-series vertical fin failures.

His observations: "I have scrapped just about every type of transport aircraft from A-310, A-320, B-747, 727, 737, 707, DC-3, 4, 6, 7, 8, 9, 10, MD-80, L-188, L1011 and various Martin, Convair and KC-97 aircraft. Over 100 of them.

Airbus products are the flimsiest and most poorly designed as far as airframe structure is concerned by an almost obsession to utilize composite materials.

I have one A310 vertical fin on the premises from a demonstration I just performed. It was pathetic to see the composite structure shatter as it did, something a Boeing product will not do.

The vertical fin along with the composite hinges on rudder and elevators is the worst example of structural use of composites I have ever seen and I am not surprised by the current pictures of rescue crews recovering the complete Vertical fin and rudder assembly at some distance from the crash site.

The Airbus line has a history of both multiple rudder losses and a vertical fin and rudder separation from the airframe as was the case in NY with AA.

As an old non-radar equipped DC4 pilot who flew through many a thunderstorm in Africa along the equator, I am quite familiar with their ferocity. It is not difficult to understand how such a storm might have stressed an aircraft structure to failure at its weakest point, and especially so in the presence of instrumentation problems.

I replied with this: "I'm watching very carefully the orchestration of the inquiry by French officials and Airbus. I think I can smell a concerted effort to steer discussion away from structural issues and onto sensors, etc. Now Air France, at the behest of their pilots' union, is replacing all the air data sensors on the Airbus fleet, which creates a distraction and shifts the media's focus away from the real problem.



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It's difficult to delve into the structural issue without wading into the Boeing vs. Airbus swamp, where any observation is instantly tainted by its origin. Americans noting any Airbus structural issues (A380 early failure of wing in static test; loss of vertical surfaces in Canadian fleet prior to AA A300, e.g.) will be attacked by the other side as partisan, biased, etc."

His follow-up: One gets a really unique insight into structural issues when one has first-hand experience in the dismantling process.

I am an A&P, FEJ and an ATP with 7,000 flight hours and I was absolutely stunned, flabbergasted when I realized that the majority of internal airframe structural supports on the A 310, which appear to be aluminum, are actually rolled composite material with aluminum rod ends. They shattered.

Three years ago we had a storm come through, with gusts up to 60-70 kts., catching several A320s tied down on the line, out in the open. The A320 elevators and rudder hinges whose actuators had been removed shattered and the rudder and elevators came off. Upon closer inspection I realized that not only were the rear spars composite but so were the hinges. While Boeing also uses composite material in its airfoil structures, the actual attach fittings for the elevators, rudder, vertical and horizontal stabilizers are all of machined aluminum."

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### **A NWA PILOT REPORT ON AN AIRBUS A-330 FLIGHT**

Yesterday while coming up from Hong Kong to Tokyo, a 1700nm 4hr. flight, we experienced the same problems Air France had while flying thru bad weather. I have a link to the failures that occurred on AF 447. My list is almost the same. <http://www.eurocockpit.com/images/acars447.php>

The problem I suspect is the pitot tubes ice over and you lose your airspeed indication along with the auto pilot, auto throttles and rudder limit protection. The rudder limit protection keeps you from over stressing the rudder at high speed.

Synopsis; Tuesday 23, 2009 10am enroute HKG to NRT. Entering Nara Japan airspace. FL390 mostly clear with occasional isolated areas of rain, clouds tops about FL410. Outside air temperature was -50C TAT -21C (your not supposed to get liquid water at these temps). We did.

As we were following other aircraft along our route. We approached a large area of rain below us. Tilting the weather radar down we could see the heavy rain below, displayed in red. At our altitude the radar indicated green or light precipitation, most likely ice crystals we thought. Entering the cloud tops we experienced just light to moderate turbulence. (The winds were around 30kts at altitude.) After about 15 sec. we encountered moderate rain. We thought it odd to have rain streaming up the windshield at this altitude and the sound of the plane getting pelted like an aluminum garage door. All of a sudden it got very warm and humid in the cockpit. Five seconds later the Captains, First Officers, and standby airspeed indicators rolled back to 60kts. The auto pilot and auto throttles disengaged. The Master Warning and Master Caution flashed, and the sounds of chirps and clicks letting us know these things were happening. The Captain hand flew the plane on the shortest vector out of the rain. The airspeed indicators briefly came back but failed again. The failure lasted for THREE minutes. We flew the recommended 83%N1 power setting. When the airspeed indicators came back. we were within 5 knots of our desired speed. Everything returned to normal except for the computer logic controlling the plane. (We were in alternate law for the rest of the flight.)

We had good conditions for the failure; daylight, we were rested, relatively small area, and light turbulence. I think it could have been much worse. The Captain did a great job fly and staying cool. We did our procedures called dispatch and maintenance on the SAT COM and landed safely in Narita. That's it.



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### **Wit and Wisdom from Military Manuals, etc.**

"When one engine fails on a twin-engine airplane, you always have enough power left to get you to the scene of the crash."



## United Airlines Historical Foundation

*"Preserve the Past, Inspire the Future"*

In 1920 the Boeing Airplane Co. lost \$300,000. Then the company received a military contract to modernize a large number of the wartime Liberty-engined De Havilland DH-4 aircraft. This contract probably saved the company.

In early 1924 the Air Mail Dept. of the Post Office opened a competition to design a new air mail plane using the Liberty engine. Boeing's entry was the Model 40. A single "40" prototype was built and bought by the government; however the contract



was awarded to Douglas for their "M" series of mail planes. Boeing then "shelved" the Model 40 design. 1926 saw major changes in the management of Boeing Airplane Company. President Ed Gott resigned, Phil Johnson became president, Claire Egtvedt was named vice president and William Boeing assumed the chairmanship. The company had been designing and building various models of military aircraft under government contracts since receiving the DH-4 modification contract in 1919.

In the Fall of 1926, Claire Egtvedt was thinking of starting an airline passenger service connecting Seattle, Vancouver and Victoria when Eddie Hubbard told him some exciting news. The Post Office Department, which had awarded CAM "feeder-contracts" during the previous year, was about to let private contractors bid on the Transcontinental Trunk Route!

The route was to be divided into two legs - San Francisco to Chicago and Chicago to New York. The stipulation for winning a leg was that the successful bidder must furnish 25 planes and begin service by July 1, 1927. Hubbard believed that Boeing could win the CAM 18 San Francisco - Chicago contract and successfully fly the leg with the Model 40. Substantially underbidding Western Air Express, Boeing won the contract on January 15, 1927.

The design of the Model 40 was then changed to allow 2 passengers in an enclosed cabin and the new air-cooled 410 hp Pratt & Whitney "Wasp" engine replaced the out-dated water-cooled Liberty engine.

In anticipation of winning the CAM 18 contract, Bill Boeing organized the Boeing Air Transport company (BAT) with offices in Salt Lake City. After winning the contract, the 25 Model 40As were built, pilots were hired and flights began on July 1, 1927. *By Marvin Berryman*

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

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### MEDICARE/FICA REFUND COMMITTEE LAWSUIT

Update from Koop Koopmann

We need the widest circulation of our status and that of those that have yet to file.

We set a self-imposed limit to our suit to the original 170 claimants of the Medicare/FICA Refund Committee lawsuit. We ceased taking members and checks in late April. This allowed us the opportunity to set a standard and avoid the continuing flux of new members and the attendant administrative logistics.

We have been in Federal Claims Court since the 26th of May, 2009. We have a Case Number, a Judge and a Mediator (ADR) appointed. Having said that: we are just waiting and we are using the legal term: "to freeze the moment" to ease our way through the system and final determination.

If we succeed: the 170 Plaintiffs will be awarded Principal, accrued Interest, Damages and Costs.

We have additionally filed that ALL UAL pilot retirees affected be allowed and encouraged to file an IRS Form 843 and seek Principal and accrued Interest restoration.

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## “Tracy Ace’s” 1942 Graduating Class



The above photo is compliments of Captain O. Foster Sturdevant who is alive and well living in North Carolina at the ripe old age of 92. He is 5<sup>th</sup> from right and started with the *Boeing School of Aeronautics School* in Tracy, California in June, 1941. In 1942 he helped move the school from Tracy to Cheyenne, Wyoming and graduated in May, 1942.

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If you have filed and are in communication with the IRS, please continue and save all your paperwork. If you are a candidate for a refund, file your 843 and start the process. Instructions are on the RETUP web-site. Yes it is complicated, No we don't do the form 843 for you and yes accountants are available and eager for your business.

If we are unsuccessful, then you can form another lawsuit and start the process all over again, avoiding the mistakes we may have made.

Upon determination of our suit, the Committee will be disbanded and all unused funds will be returned. Hopefully, by the time this message has been published in the *RUPANEWS*, we will have a settlement and we will be able to provide specific directions for your settlement.

In conclusion: Please do not send checks or information packets to the Medicare/FICA Refund Committee. They will be returned to you at your expense. If you are affected, file your Form 843 and wait for updates.

Respectfully, Koop Koopmann Treasurer, Medicare/FICA Refund Committee [wmskoopmann@aol.com](mailto:wmskoopmann@aol.com)

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### JOB OF A LIFETIME (True Story)

Outside Bristol Zoo there is a car park for 150 cars and 8 coaches. There also used to be a very pleasant attendant with a ticket machine charging cars £1 and coaches £5. This parking attendant worked there for all of 25 years, then one day just didn't turn up for work.

"Ho hum", said Bristol Zoo Management - "better phone up the City Council and get them to send a new parking attendant".

Er no", said the Council, "that car park is your responsibility".

"Er no", said Bristol Zoo Management, "the attendant was employed by the City Council, wasn't he?"

"Er NO!"

Sitting in his villa in Spain is a bloke who had been taking daily the car park fees amounting to an estimated £400 per day at Bristol Zoo for the last 25 years - an estimated £3.5 million, and it's tax free!!!

# LETTERS

**PARK AMES** - Laguna Nigual, CA

Never has so much been done for so many by so few for so little. Thank you for being the "tie that binds" us together.

God Bless You All, *Park*

**JON BECKETT** - Fredericksburg, VA

Dear Cleve, How the time is speeding by! It has been 9 short years since I made my last commercial landing. It seems like yesterday.

Even though we are living in turbulent times, most of us can be thankful that we had a fantastic career. I certainly miss the great people that were my fellow employees. We had many nice and hard working mechanics, ticket agents, flight attendants, crew schedulers, baggage handlers, and other categories of workers.

And thanks for all the hard work that the volunteers perform in publishing the *RUPANEWS*. *Jon*

**HARLIN E. BELL**—Moneta, VA

"HEY HEY" TWO months early, but a reason-- When I retired I took all of my "collection" to the *Glenn Curtis Museum* in Hammondsport, N Y. (Great place)

Now a missing piece, does anyone have an extra cap emblem? The black felt with the golden 3 bladed prop? If I receive any extra I'll return the item.

Do any of you dudes remember ROSCOE TURNER? You do. OK, what was the name of the lion that flew with him?

Sincere thanks to all past "Folders & Stuffers."

*The lion's name was Gilmore.* Ed

**DICK BODNER** - Fort Lauderdale, FL

I was finally able to do a portion of the Great Loop Cruise on my boat in April. I left home in Fort Lauderdale and traveled North on the Intracoastal Waterway to Jacksonville. At Jacksonville I turned South and went down the St. Johns River 160 miles to Sanford. The St. Johns River is said to be one of the best side-trips on the GL Cruise. There were parts of the St. Johns that looked like Florida did hundreds of years ago. Completely wild with Alligators and Turtles along the banks and Eagles flying overhead. I was joined on portions of the cruise by

my two sons and another friend. We traveled approximately 980 miles in a month and had a great time. Next year I'm hoping to do the 6000 mile complete Great Loop Cruise.

We were also able to spend time at our townhouse in Costa Rica this year. Our son, Charles and his wife and our only granddaughter live about a 10 min. drive away in Jaco Beach. We spent lots of time with them and had a great time spoiling our granddaughter. She speaks both Spanish and English: we think she's quite intelligent! She's just had her 5th birthday and we're hoping to take her to Disneyland this year.

I gave up my Sec. Position with our local S.E. Florida Goldcoast RUPA group. Ned Rankin is taking over my duties and he covered the April meeting for me while I was on my cruise. Ned is a Snowbird so I'll help out with the October group meeting until he returns from the Frozen North!

My new kidney is doing quite a job and I only have to visit the transplant team every three months. What a blessing to have received this life saving gift! I feel better than I have in years and look forward to doing many of the things that I've had to put on "hold" in the past.

Best regards to all, *Dick*

**JAMES N BOYER** - Lake Forest, IL

Greetings from Beautiful (wet, soggy, and gloomy) Lake Forest, IL. While global warming is a reality, it is manifesting itself very strangely in northern Illinois with very cool weather and very wet. We



"I DON'T NEED A PHONE THAT REMEMBERS NUMBERS...  
I NEED ONE THAT REMEMBERS WHERE I LEFT IT."

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feel our major airport should be labeled SEA instead of ORD!

No big news to report, just the usual aches and pains. We keep busy going to all the grandkids events - soccer, gymnastics, volleyball and now it's softball. I volunteered to keep the scorebook for the team so we have a commitment to attend all the games and tourneys. This weekend it's off to Bloomington, IL for another Tourney.

We spent 10 days sailing from St. Lucas to Granada. Just 3 couples on a 44' Moorings mono-hull through the best sailing area in the world. Lots of wind and all on a broad reach.

The check in is the mail - isn't it always? Thanks again to all of the hard workers at RUPA, we really appreciate your efforts. *Corrinne and Jim*  
2/11/57 to 7/1/92 SFO, MDW, ORD, SFO, ORD

**RICHARD BRINKWORTH**—Elizabeth, CO

Hi Guys, Thanks for your work!

I guess I've been hiding long enough. I'm 10 miles out of the little town of Elizabeth, CO, 50 southeast of Denver. Eight years into retirement and I'm only halfway through my list of things to do today.

My Bride, Valerie, and I still enjoy good health and play and explore all we can. 22 grandchildren, horses & cows, boats, airplane, ATV's, motorcycles, jeep, camper etc. keeps us busy.

*Dick & Valerie*

**ROBERT A BROWN** – Sturgeon Bay, WI

Cleve & Bruce, Once again, THANKS for the publication - great job and very enjoyable.

I just received my first birthday card from the PBGC. Now that I'm about to be 66 and eligible for full SS they are cutting my pension by 22% as I had opted for the level income option. Oh well, that's the rules and we must play by them EXCEPT of course for labor contracts, bankruptcy & immigration. 'nuf said.

Eileen and I are still splitting time between Amelia Island, FL and Sturgeon Bay, WI. We are starting the 7th year of operating our B&B at our home here in WI. It has been a lot of fun and we have met lots of interesting people - farmers, truck drivers, teachers, symphony conductors, pro football players, honeymooners, etc. Our claim to fame is that we are the only B&B in Door county directly on Lake Michigan. Boating and Motorcycling are also enjoyable up here.

Down on Amelia we are busy with volunteer work.

I started a metal shop at our church and we cut and weld the metal parts for a 3 wheeled cart that is hand cranked by people in 3rd world countries who have lost the use of their legs due to land mines, polio, or accidents. It gives them mobility and a functional life. Many churches and organizations are involved. It is called the P.E.T. Project (Personal Energy Transportation)

We now have 5 grand children. Both our son and daughter have twins, and our daughter has another girl. So, 5 grandkids and only 3 birthdays.

Hope this note finds everyone in good health and enjoying life!

Check is in the mail. God Bless!! *Bob*

**FRNAK CALDERARO**—Martinsville, NJ

Getting better — just two months late. Seventeen years since the last "grease job" on that 747 and eight years since the last Orbis DC-10 "arrival".

Health still good (physically), I can remember "Throttle mixture feather", just can't remember what I had for breakfast.

Still see some of the "old aces". Lies are getting taller. I try to match — but it's hard to remember the lies I already told.

I'm one of the lucky ones whose retirement is still intact. My wife is superstitious, she says don't say it or it might change.

I enjoy the magazine, read it from cover to cover. Keep up the good work. *Frank*

**VINCENT L CONSIGLI**—Jupiter, FL

Bruce, I will try not to make this too long. It is good to know that the *RUPANEWS* people are doing such a great job of keeping everyone in contact. I'm glad I finally subscribed.

I retired off the 777 in Miami. Shortly after retiring I opened my own flying business doing aerial photography in an R-22. I also started teaching in helicopters and flying for an oil company in the Gulf of Mexico. All went well for about three years. All of that came to an end when a hurricane wiped out my helicopter and a mechanical on a helo in the Gulf, found me swimming with sharks for three hours. I went out and got a lot of ratings in the King Airs, Lears & Westwinds, just to be able to fly contract for different people. I now fly a turbo Beech 18 for a cargo company out of FXE.

I still try to fly anything I can. Just got back from flying seaplanes on Lake Como in northern Italy and will start flying a DC-3 in a few weeks. I do

some teaching, especially banner towing. I still do a lot of scuba diving for fish and lobster and enjoy golf and tennis. After my divorce a few years ago, I finally found a woman who still thinks pilots are special and enjoys flying and traveling. *Vince*

**ABRAHAM DE LEEUWE** - Highland Park, IL  
Sixteen years ago I retired from United and life is going well. My wife and I have been traveling quite a bit and are generally able to use our passes. We just returned from a vacation to Holland and Italy which we enjoyed a lot.

Last year we were in Grand Rapids, Michigan and visited the *Frederik Meijer Gardens and Sculpture Park* and to our delight we saw a copy of Leonardo da Vinci's Horse, recreated through the vision of Captain Charles C. Dent of Allentown, PA. Charlie was United Captain based in JFK. In 1982 he started a non-profit organization to build the unfinished horse, a 24 foot bronze sculpture, which was shipped to Milan, Italy as a present from the American people. It was dedicated ten years ago, in September 1999. I had supported the project over the years but was unable to be there at the dedication. Fortunately, I now got to see a replica right near home. There is also a copy of the horse in Allentown, PA.

Some of you may remember that in October of 1957, Captain Dent arrived over Los Angeles in a DC-7 with a jammed landing gear. The runway was foamed and a successful landing was made, wheels up, a first for commercial airlines, and covered by national TV and press. United was pleased and Dent received a nice bonus which he immediately turned over to a new organization he helped found "*Un we believe*", dedicated to the furtherance of world peace. Together with his friend, Captain Rip Munger, they travelled around the globe promoting the UN and its mission of peace. I was privileged to have flown with Charlie as a S/O for many years. He was an outstanding pilot and gentleman.

Best regards to all my friends at United. *Abraham*

**BILL EADS** - Palm Desert, CA

Hard to believe that it has been TEN years since my last flight with United. As the saying goes: "One day the pilot will get in the airplane knowing that it is his last flight - or one day the pilot will get in the airplane not knowing that it is his last flight!" Mine was the second scenario as I had a bad accident (fell

off the roof of my house) before that scheduled final flight. Nevertheless, it has been a great 10 years and I will always believe that I flew "WHEN FLYING WAS FUN!"

Donna and I flew SA to MEL for the Australian Open Tennis Tournament this year and managed to get first class on all but one segment. The bill from UAL was over \$600 but I'm not complaining as I looked up what full fare passengers would pay! A trip to Kauai this summer will complete our planned air travels for this year.

We did take a four week 'road trip' this spring with our dog and had a great time. Dogfriendly.com is a great source when traveling with your pet. After 5,000 miles in our SUV, the best news is that Donna & I are still speaking to each other!

Cheers to Cleve & Bruce, *Bill Eads*

**DONALD N EIKEN** - Sun Lakes, AZ

Cleve & Bruce, It's hard to believe that it has been 15 years since I set the brakes for the last time. The only brakes I set now are on the tractor after a day in the field.

Jan & I appreciate Southwest Airlines because they have non-stops between PHX ,SEA & HOU so we can visit the kids & grandkids.

### Speed Bump/Dave Coverly



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Our oldest son, Ken, is Vice President for Global Sales for Universal WX & Aviation. He literally travels around the world to visit clients, shows, and sales reps.

Our other son, Steve, is a systems engineer for the Boeing Corp. in SEA. His current project is the F-22 simulator. He is also a Lt. Col in the Air Force Reserve. His primary duties involve being a liaison Officer for the Air Force Academy.

Jan & I continue to be blessed with good health and we are thankful for that.

My immediate project is to sharpen up my 5-string banjo playing so I can dazzle my High School Class at their reunion in July.

Our thanks to everyone who works on putting out this fine publication each month. Cordially, *Don*

**LARRY D FIELD** -- Coeur D'Alene, ID

Hello All, Everything is well in the Greater Northwest and have high hopes for 2009.

Thanks to everyone who make this great publication possible.

God bless each and everyone!! *Larry & Jan*

**LEO FLOCKEN** - Crowley, TX

I enjoy the new magazine style, "*RUPANEWS*". It is popular with many of the guests who visit me, periodically! The "Letters" are interesting to read. Also, I used to enjoy the humorous jokes and other offerings, along the way. The cartoons are still great! Thank you for all of your hard work.

I miss the "Bay Area". I had to move to Texas, because all my exes live in California. That doesn't rhyme, but it's the truth.

As a kid, growing up in Minnesota, I was told: "To get to Texas, you go South until you smell Horse Manure, then take a deep breathe, and go further South, until you are standing in it." You are there! Just kidding! I love Texas, otherwise, why would I be here? By the way, thanks to Pres Larry Wright, for the info in "Pres. Ltr.", about "Employment/Retirement" ltr's. My Son-in-law fly's for SWA, out of Phoenix. I can fly from Dallas-Love Field, to El Paso, and on to Phoenix. Thanks again! So, Howdy Yawl! *Leo*

**JAMES R GWINN** – San Martin, CA

The arrival of the *RUPANEWS* reminded that I haven't sent my annual greetings and dues; must be afflicted with the old-timer's disease.

Life has been good in the Golden West, but we've been having too much sunshine and not enough of the liquid stuff. When are we going to include water transferring systems as they do electricity and fuels in our country? I'm sure that a lot of people would love to see their flood waters shipped elsewhere.

As I approach the end of my 23rd year of retirement, I can report that both wife, Tommy, and I are in good health, will celebrate our 62nd anniversary on July 4th and have a great many activities going on. Golf for me, still just over an 11 handicap, and coffee clatches for her. Activities with relatives, children, grandchildren and friends from growing up years keep us very busy. Bimonthly trips to the Bay Area Tailhookers aboard the USS Hornet in Alameda with some other former Naval Aviators in the local area is a treat. They get some of our top Admirals to brief us on Defense and present and future Naval Aviation plans. We have also affiliated with the Monterey RUPA group and enjoying the luncheons.

Travel by air has been drastically curtailed by choice and we are thankful that we availed of the flight privileges when they were abundant and we were much younger. Airports, travel and crowded flights are definitely not much fun these days. Thank you for all the hard work. It is certainly appreciated. *Jim*

**GENE HARTRICH**—Greenbrae, CA

Ret 5/1/82 It was a wonderful career with two way respect from and to Management. I'll never forget President W A Patterson at the ultra fancy cocktail party the night before we flew the first flight HNL-SFO. The flight crew was illegal to drink so we huddled in the corner first on one leg then the other. President Patterson Spotted our uneasiness and he spent over an hour with us in informal conversation. His warmth, honesty and sincerity made everyone feel part of United Air Lines. I am sure the present crop of Golden Parachutes could come up with some valid excuse for their selfish behavior but compared to the likes of W A Patterson, they wouldn't be worthy of shining his shoes.

Glad I had all the answers when I was young. Now that I am elderly, I wish I had written them down. My Doctor slipped me a very clever "Gotcha" when I was bitching about being eighty seven and said "where am I going from here?", He replied, "well, you might just try for Eighty Eight".

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It's still a great life. Such an honor to have flown with and known George Simmons. As they say in New England, he was a Helluva Guy. He was and is a "Prince among us all". Rest in peace, George.

*Gene*

**JOHN B HILDERBRANDT** - Fort Collins, CO

Thanks to all the people who make this magazine function.

No travel to report, no new toys except a few tools, no job anymore, (retired from duties as construction manager for Habitat for Humanity) no new ailments. Health is great and we finally have a daughter-in-law. After holding out until age 33, our son got married last fall.

I have been renovating his 100 year old house while he works seven days a week shoeing horses. It seems that the recession/depression hasn't hit his horse loving clients yet. His wife is equally busy establishing a new massage therapy practice. She has a degree in Physical Therapy from Penn State but can make more money doing massage therapy. Quite a sad commentary on our medical system. My wife is still busy in garden club, garden club, and our local battered woman's shelter. I am still serving as chairman of Eagle Scout Boards of Review. *Jack*

**NICHOLAS J HINCH**—Parker, CO

Hi Cleve and Bruce, Thanks for the great job you are doing with the *RUPANEWS*. I always enjoy each issue and read it from cover to cover.

Big changes since last year when I was flying for a fractional jet ownership company (along with several other United cronies). I am now back in the 777 with Air India flying again with many other ex-pats from United, American, Delta, and Continental, as well as guys from Russia, Canada, the UK, Brazil, Italy, Australia, and New Zealand. All are super and have some great stories to tell when we can gather at a local watering hole. To a person, we agree that this is not what we had planned for retirement, and we have all exchanged one set of problems with our former 121 carriers for a whole different set flying for a foreign carrier. There is literally one issue every month along with all of the associated drama. The contract is for three years with a one year extension. Fortunately for me, my three years ends exactly on my 65th birth month, thank you very much.

It is nice to be back flying in the 777, however, and

all of the planes are new 200 LRs or 300 ERs. They are getting 7 new ones this summer from June through September, so perhaps they can give back the four leased United 200 and 200 ERs. They are in bad shape, and nothing would make me happier than to deliver them back to Glenn myself. The flying is around the world, so being back at some of the same international destinations as before is definitely nice. There are some spots in India, however, where it is quite easy to have a Vietnam flashback. While we fly the ultra long haul from JFK to Delhi and Mumbai (14+30 over and up to 16+00 back), most of the other flights are between 8 to 9 hours duration. However, these shorter ones are done only with a crew of two. Bit of a change from the old days, eh! A new route from SFO to DEL is supposed start in October, but at AI nothing happens until it happens.

My wife, Lanique, had a partial knee replacement last September, and she has recovered nicely from that, although she still has a lot of back pain caused by a fall on the ice back in January of 2007. Now, she has discovered she has fibromyalgia and possibly rheumatoid arthritis as well, so its the parade of physicians on a weekly basis. Getting old is not fun, as I am sure you would all agree, but she is handling it with grace and style.

Best to all, and the check plus a bit more is in the mail. Cheers, *Nick*

**DAVID L LINK** – Edmonds, WA

Hello to all. Another pivotal year. I was already packing the SUV, mid Dec. 08, to head back to KS from SEA, when my daughter and son-in-law told me my first grandchild was on the way, due in August, so I started unpacking.

Checked one off my bucket list by spending Christmas in Bethlehem, ZED fare, business class on Lufthansa, was \$748.00. Long layover in Frankfurt : (SEA to FRT), not eligible to use Lufthansa upper class lounge on ZED fare. Gave \$50 to UAL Red Carpet Room, spent 11 hours eating sipping, and napping. It was worth it as Hotels are about \$300. Already had boarding pass to Tel Aviv. Got seated and just before departure, a very apologetic Purser ask me if I would relinquish my seat to a Full-Fare due to oversell all classes, then asked if I minded riding the Stew jump seat for the 3½ hour flight to Tel Aviv. Did so and was treated royally. Imagine this happening on UAL. Ha! Anyone interested in trip details (a wonderful way to spend a week or



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more), call me at 425 582-7429.

Quickly found and purchased a condo in Edmonds, WA. Three weeks in residence, while walking down an outside staircase, stepped off the step on the middle landing, clear ice, did a soccer high kick, and make a very hard landing. Never did that during my working days, and if anyone remembers differently, don't tell me. Memory and ego become more fragile with age. Now have metal rod and screws in femur and hip joint. No more free pass through security. 1 June now, and I'm home and getting with a cane and walker for longer distances. 45 minutes of exercise a day. Most uncomfortable and some even painful. Hope to be able to travel by my 72<sup>nd</sup> in July. Cancer is in remission a year and a half now.

Checks in the mail with some extra for the elderly retired pilots fund. Best Regards to all. *Dave*

**HAROLD C LLOYD** - Islamorada, FL

I haven't held the controls of an airplane since July 1998. I have tried Flight Simulator X, but I keep crashing...I never liked simulators.

We traveled to Sierra Vista, Arizona on Southwest to visit my brother and sister-in-law and my Aunt and cousin last October. Nice trips but it took all day to get there and all day to get back, having to change planes once each way.

No other trips this year except to head to NJ in the summer and FL in the winter.

Thanks for all the work you all put in to this endeavor to keep us all in touch, *Harry*

1968 EWR, JFK, LAX, ORD, JFK 1998

**SHERM MANCHESTER** - Novato, CA

Hi Cleve and Bruce, The check is in the snail mail to Leon.

This is the 12<sup>th</sup> anniversary of that last bumpy landing on 28L at SFO. Rats! I was trying so hard to make it really good, and held it off too long! The pass my bride used entitled her to a seat near 2L in economy so all of the pax standing around waiting for the lavatory could see how well United treated their employee's family on their retirement flight. At least the Flight Attendants gave her some cake! Oh well, now we use miles to sit in First.

Mike Kaufmann's letter reminded me that 42 years ago (July 1<sup>st</sup>), at age 19, I had my first ride in an airplane from San Diego to LAX in a PSA Convair 240 (I think). I was collected at the airport, along with some other young men, and bussed to the train

station. There, we were ushered into a large room, raised our hands and swore to "... support and defend the Constitution ...". Some of us were then grouped together to spend three days on the train to San Antonio. There, in the brutal (especially for a Southern California boy) heat and humidity, we learned to march and salute before going off to Primary, as we started on our journey to becoming an "Officer and Gentleman", and PILOT. All of this because the Primary Appointee to Annapolis never broke his leg. As it turned out, occupying the left seat of a KC-135 prior to joining Pan Am in 1965 was certainly a better life move than being a submarine driver. It was only 22 more years to get back to the left seat.

I had a great 40 years flying airplanes for a living. My only regret is that the guys and gals flying today aren't having nearly as much fun as we did. Thanks for all your work. I'll write some other time with more boring ruminations. *Sherm*

**LEN MARTIN**—Fair Oaks Ranch, TX

As I write this item for the *RUPANEWS* all the news outlets are reporting the statistics on the swine flu pandemic. A couple of years ago I wrote to the newsletter about my study on the 1918 flu pandemic which killed about 600,000 in the U.S. and between 25 and 50 million around the world. Two teenagers who live just a few miles from me in Cibolo were among the first few cases reported. There were also cases reported in Kansas, where by most authorities the 1918 pandemic originated on a pig farm. It has appropriately been called a pandemic because it has now mutated and is spreading human to human.

One report also said that there is evidence that it has been spread from a human to pigs. It also appears to be mostly among young people which some have explained that older folks may have some immunity from previous exposure to epidemics that occurred years before the present victims were born. Stay healthy, stay away from crowds, wash your hands often, use your sanitizer, wear a mask when appropriate and if you feel the symptoms use your Tamiflu if your Doctor will give it to you. Mine would not and I am about to get a new Doctor. Something else that has been in the news lately was the story of the biggest Ponzi scheme in history led by the infamous Bernie Madoff. As I recall there was another Ponzi scheme back in the 70's that caught a bunch of pilots, sports professionals and movie personalities on the short end. Does the name

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Barry Marlin sound familiar? Seems like folks ought to stay away from things with the initials BM. By the way how are the Florida orange groves and the Nevada gold mines doing?

Some recent issues with pictures and reports of the O-1 (L-19) and the Cessna 195 (LC-126) brought back a few memories. I soloed in the L-19 in the fall of 1957 in Army Class 58-3. With me were John Nash and Bill Paris. The three of us eventually joined UAL and retired within a few months of each other on the 757/767. We all saw service in Viet Nam, Bill was there twice. The Birdog was a fun plane to fly and had plenty of power. There are some around today still towing gliders. Primary was at Gary Army Airfield in San Marcus just a few miles up I-35 from me. Like most tail draggers it was unforgiving if you did not keep the stick in your gut on touchdown. I have a picture around someplace of one I put on its back at Ft. Rucker, AL. My first instrument check ride at Gary was an approach on a four course range, anybody remember those.

We were one of the first classes to get an instrument ticket before we got our wings. The instrument training at Rucker was in the LC-126 (C 195). The Army added a bunch of radios to it without upgrading the electrical system. The ADF was particularly undependable. I saw the needle spinning more than I saw it pointing. It was comfortable and pretty easy to guess on the estimates because we cruised at 120 knots. I stayed at Rucker as permanent party and flew instrument proficiency on a new version of the L 19, the TL-19D. It had a constant speed prop that made about 100 knots and had a nice new radio package with everything but a GS receiver. The ADF really worked. I remember filing an instrument flight plan from Fort Rucker to Chattanooga, TN just about the limit of its range. I flew through the Atlanta area I believe the first day they had an active radar approach control. One Eastern flight kept bugging the controller for a turn in to the runway. He told him to just "keep his pants on" until he was through with Delta.

*Len* Lennieboy@juno.com

**GEORGE D MCCULLOUGH**--Suquamish, WA Sixteen years and counting now. I am still in good health and hope it to continue. I don't do much traveling with the exception of a few short motor home trips to astronomy star parties. I am looking forward to attending the Reno Air Races with Vince Young in September.

The new RUPA Newsletter looks great. Keep up the good work and thanks to all involved.

*George*

**DOUGLAS C MERRICK**—Walpole, ME

I enjoyed reading the articles on the SR-71 this past year in *RUPANEWS*. Larry Barr (SEAFO) and I were stationed at Beale AFB in the early 60's and flew tankers in support of the black bird. At that time it was called the A-11, and YF12A. Apparently President Johnson couldn't stand it that the Russians were boasting about the fastest airplane in the world, so he made public the existence of the SR-71. I did get to spend a couple of weeks at the "Ranch" in Nevada, and it was an eye-opener. CIA pilots were flying the planes, and there were some pretty interesting missions flown by very professional pilots.

Back to current times, Sue & I have just about given up airplane travel because of all the hassle. We do fly to Maui once a year (and even going as a full fare passenger doesn't make it much better). With what we see in the airline industry and what we hear from our pilot sons (UAL & AA), it just isn't the same anymore. However, our most enjoyable trip a few years ago was a self-drive canal boat on the Canal Du Midi in France. I highly recommend it! So Sue and I have gone back to camping although we have upgraded a bit. We have a Class C motorhome and have been enjoying the National, State, and Provincial parks in the U.S. and Canada. We sure live in a beautiful country, and Canada isn't too shabby either!!

When we are home golf, yard work, and boating take up most of our time, although not necessarily in that order. In our spare time we have volunteered at the Pemaquid Lighthouse (that's the one that is depicted on the Maine quarter) which is one of the few lighthouses that you can go up to the lantern room in a still active lighthouse.

Our best to all the active and retired people at UAL.

*Doug & Sue*

**THOMAS B MEZGER** – Parker, CO

The *RUPANEWS* outshines the best that ALPA ever published! Thank you all for gathering the interesting and humorous "comings and going of a fine gaggle of retired aviators. It is simply outstanding. BZ!

Seven years since parking the B-777 in Frankfurt and miss those fine men and women with whom I

had the privilege of aviating with. Spend time while in our Parker, Colorado home flying my Naval Aircraft Factory, N3N-3 from a grass strip with passengers on "sightseeing" hops over the Denver area. That tail dragger, although a primary trainer, keeps one pleasantly busy from the moment out of the hangar until inside again. The N3N is often mistaken for the Stearman. Wonder how many would know the difference between them? The N3N is unique in that the ONLY wood in the airplane are the "javelin struts" between the flying and landing wires! The Stearman, on the other hand, has beaucoup wood used in its construction. It was built in the Naval Aircraft Factory, Mustin Field, Philadelphia Naval shipyard in September of 1941 and is BUNO 4409.



My wife, Mary Lynn, and I spend 4 to 6 months each year in our wee "crib" of a home in Wanaka, New Zealand enjoying the company of our sons, one there and the other in Australia. Was a late comer to UAL, darn near 36 when hired in 1978, and consider those years with the then fine company, to be some of the most enjoyable times imaginable. Thus it is a distinct treat to receive *RUPANEWS*, rekindling memories of a marvelous career in commercial aviation. Thank you one and all for your stories as they are timeless. Cheers, **Tom** navybiplanerides@gmail.com

**ROGER NELSON** - Fort Smith, AR  
Thanks for keeping the news coming. It has been 10 years since retirement started, and it still great. We took a 46 day cruise around South America, started in Port Canaveral and ended in Los Angeles. Stopped in all the major cities along the way. Seeing Cape Horn was the hi-light for me. We did this in

Jan.- Feb and great weather the complete trip. Still doing some motor homing and enjoying that. More cruises planned as well. On the medical front, I had an Aorta valve that need replaced and just had that done. Still on the recovery schedule which takes 8-12 weeks. Feeling absolutely great already. This will keep us close to home for most of the summer. Best regards to all, **Roger**

**JAMES R NUGENT** – Reno, NV  
To all my "OLD" United Friends;  
The thirty some odd years we had with United was sure a great ride. We don't have much to show for it now thanks to Tilden and his den of his thieves. Norma and I are alive and well in Reno, NV. So far we've been lucky health wise. We spent two months this winter in our Mana Kai condo on Maui. We still rent it out but do so through a limited partnership now as we got tired of doing all the work involved ourselves as we did for 30 years. Bookings are way down this summer and fall and there are some great promotional rates if anyone is interested.

I retired from Orbis flying last November after 9 great years with the organization. At age 70, the long 19 hour deadheads across 10 or 12 time zones was getting to me. It could not have been good for me. Besides that, I figured I'd better quit before some Fed EX check pilot told me to quit. My last trip was my longest ever. We flew from Entebbe, Uganda to Harbin China by way of Muscat, Oman and Bangkok. Three long days of flying. I miss the Orbis flying more than I miss the United flying. It was a lot of fun. Many of the original United guys are gone now and the Fed Ex pilots are doing most of the flying. They still have a lot of DC-10s in their fleet, mostly from United. Norma and I celebrated 45 years of married bliss last year by going on a Silver Seas Cruise from Venice to Barcelona. Next March we plan on going on a Royal Caribbean cruise from Perth Australia, around the southern part of Australian, then over to Tasmania before cruising the south Island of New Zealand. The cruise ends in Sidney. They still have great rates on cruises so if anyone is interested, sign up and come

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along. The check will be in the mail shortly.

*Jim* EWR,JFK,LAX, SFO,LAX

**B.D. "DOUG" ORME**—Irvine CA

No news this year...and that is good news. Thought I'd write just to let folks know I'm still here in the cottage in the rose garden beside the pool across the street from the park.

Just got back from a day at the beach with the divine Miss Lana. That girl is finally starting to fill out her bathing suit, even as my legs get whiter and skinnier. (Remember how old couples used to look when you went to the beach? Well, now we are them.)

Alright. Tell me if you heard this one before. I can finally report, along with everybody else, that I had surgery, arthroscopically on my shoulder. A partially torn rotator, two bone spurs and lots of lesions and scar tissue from all my old sports injuries. I can say that the 4 month rehabilitation is a lot longer after the surgery than it sounds before and the cute girls at the rehab center, who lay you on the table and hurt you, aren't any fun at all. They don't even wear high heels and garters and they all have masters degrees. The surgeon says some of the reasons my shoulder still hurts are; that I lift weights, that I play basketball with my grandchildren (not as easy as it sounds since some of them are 6'4" tall), and that I'm too busy to do my shoulder exercises very often. Never-the-less, he's going to clear me to fly again the end of June.

My company, NetJets, is offering early retirement to some of its pilots in order of seniority so as to avoid furloughs, and therein lies the dichotomy: I'll either have enough seniority to retire and go to the beach everyday day that I don't play golf, or I'll have to go back to work and fly fast jets. Oh, darn. Is this a great company, or what?

Oh, I do have one piece of news (stop me if you've heard this before) one of my daughters is pregnant again so I'm going to be Grampi for the twelfth time. Grampi or Grumpy. When they're little it's hard to tell what they're calling you.

Carry on, Skygods. *Doug*

**BILL RICHARDS**---Sun City Center, FL

Here I am, early this year. It is amazing because this year I've reached the big eight oh and I have trouble remembering to zip up. No problem yet with the zipping down.

My Irish granddaughter, her partner and their six month old son, Jack, visited me on May 9th. He's my first great grandchild. They returned to Ireland on May 12th and I accompanied them and spent nine days visiting my son and family in Navan, Co. Meath for nine days. During that time I got to meet my other granddaughter's five month old son Sam. So there I was, surrounded by family, proudly bouncing both my new great grandsons, one on each knee. Paint me "happy."

Then, my son accompanied me back to Florida on May 21<sup>st</sup> for a visit. He returned home on the 29th. Methinks they simply decided that "Old Dad" needed an escort on his travels. 'Twas a wonderful month for me.

Thanks to all who keep RUPA up and running.

*Bill*

**RALPH RIDGE**—Castle Rock, CO

First of all, a big THANK YOU to all who make this publication possible. It takes time and I really do appreciate it, I always read it cover to cover. It's been two event filled years since I've written anything. Events dominated by the Corvette hobby and my Corvette restoration business. Last year we traveled to Australia, Tasmania and New Zealand where we participated in road tours (drove Corvettes supplied by "down under" members) and judging events. This year we traveled to AU and NZ again and then I remained in NZ for seven weeks to restore a 1958 Corvette owned by one of the NZ NCRS (National Corvette Restorers Society) chapter members. That member also owns a deep sea charter boat and I caught my first ever (and probably my last) Marlin that weighed about 200 pounds (we did a catch and release). What a thrill!

Traveling through these countries in a Corvette and staying with members of the hobby makes for the most exciting and enjoyable travel experience a couple can have. We got to see the countries more in depth than the normal tourist activities allow, and made many lifetime friends. I felt a little like Buzz an Todd on the Route 66 TV show of the 60's. Next year the AU chapter is having their judging meet in Perth, Western Australia and Sharon and I plan to go to that (if we still have airline passes). We also have hosted people from AU and NZ when the came over to the States. We're getting to the point we can almost understand their accent. Last year I took my 1967 Corvette through all of the judging hoops here in the states. I spent two years

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restoring this car and ended with the NCRS Duntov Award, Bloomington Gold certified and the Chevy Vette Fest Triple Crown Award. Now I have to decide whether to keep or sell the car. I think I'll probably wait for the economy to come back. Right now it's like money in the bank.

On another note, it's really sad and frustrating to see what's happening at UAL. We truly were lucky to fly with them during the "Golden Years", even though we didn't realize it at the time. I admire the current pilots for maintaining their professionalism during these trying times (although I see less and less pilots wearing their uniform hats these days). I'm still doing some part time flying on a King Air F90 for a local company. I don't think I'll ever lose the love of flying and will continue as long as good health will allow it. I also get to fly with a neighbor who has a P210 Cessna. So that's it...cars and planes (ships and trains as a passenger). Some might call it boring, but I'm having the time of my life. Thanks for letting me expound.....is life great or what? *Ralph*  
303-660-8531 rockymtnridge@aol.com

**JT JACK RODERICK** - Batavia, IL

Dear Cleve & Bruce, The revised *RUPANEWS* looks great. Great work and my compliments to all involved.

All is fine at the Roderick household and we are still enjoying good health. Wife Nancy is still working as a UAL flight attendant (40 years now). Oldest daughter Kristen is getting married this July, so all 3 kids are married (now if they only get their stuff out of our house). All 3 are graphic artists and have good jobs. Have 3 grandkids so far.

I'm still selling aviation and military books (35 years now). Still building models even if my hands are not as steady as they once were.

In the June issue of the *RUPANEWS* it was nice to hear about some old buddies. I lived about 5 miles from Skip Faiman in Easton, PA and I remember he loaned me his truck once so I could pick up a load of gravel for a walk. Also Dave Henry. I recall he shared a vile of some mysterious liquid with me on the CLE crew-bus after a flight. I still like whatever it was. I miss my CLE Crazy friends and maybe one day I can get to TJ's to see them again.

I'm glad I'm out of the business. It's not the fun it used to be. I don't miss the flying but still love air-planes and air-shows.

My best to all, *Jack* EWR, CLE, ORD

**WILLIAM L RUTHERFORD, JR.**-Geneseo, IL  
Many THANKS to all you who keep the newsletter coming every month! Enclosed is my subscription renewal.

My wife (15 years as a UAL Flight Attendant) who enjoys reading the *RUPANEWS* and usually reads it before I do has suggested that I offer an accounting of my behavior since retiring January 1, 2001. A mercifully abbreviated summary follows:

In 1999, the Institute of Medicine (associated with the National Academy of Science) published a book entitled *To Err is Human: Building a Safer Health System*. A high school friend who served on the editorial board of that publication suggested to me that "you guys in aviation have done some good stuff" that could benefit healthcare. In the spring of 2001, at my request he pointed me toward the emerging "patient safety movement".

Briefly, the IOM report cited research papers that document between 42,000 and 98,000 people die (now recognized as significantly understating the dimension of the problem) each year in American hospitals as the result of avoidable human or system error unrelated to the patient's primary disease-"iatrogenic injury" in the jargon of the trade. Suggested solutions included reference to successful air carrier crew disciplines and processes including simulation, SOP's and CRM. Ever try to explain the roles these play in our cockpit "culture"?

The healthcare community initially rejected the notion that mere mortals like pilots could possibly know anything doctors don't already know-especially about things medical. Health care professionals have long embraced the M.D.-originated misconception that individual and system failures can be avoided by the equivalent of "being careful". (No question careful performance is necessary, but it is not sufficient!) . Fortunately, we are not dealing with medical technical or scientific content, but rather with a reality aviation has come to recognize: A. errors are inherent to the human condition-the propensity to make mistakes prevails despite the best of plans and intentions; and B. strategies exist to mitigate the adverse consequences.

Fast forward through literally dozens of talks to medical groups, a stint as Assistant Professor of Anesthesiology at the University of Miami/Jackson Memorial Hospital then as Research Professor (full and tenured) in the College of Aviation, Western Michigan University and more dozens of talks around the country and a few in Europe. Inceas-

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ingly more influential levels of the medical hierarchy heard the story and I had a sort of "Rip Van Winkle" experience as I returned to the hospital world after nearly forty years absence. Briefly summarized: the new science and technology are nothing short of incredible (how I would have loved to have had the tools modern docs have), but the system fails to deliver its full potential-for many of the same human reasons we crashed so many airplanes before we learned how to run cockpits.

Enter a fellow UAL pilot who had been influential in human factors studies and central to the development of AQP (Advanced Qualification Program) who holds both M.D. and Ph.D. credentials. Bill Hamman created a simulation model which defined identifiable, trainable, reproducible, checkable skills and behaviors that are critical to effective air crew performance. Through Bill's authorship, we were able to secure a research grant from the Michigan Economic Development Corporation and a couple foundations to conduct a three year study to test the hypothesis that "what worked in the cockpit can work at the bedside". The answer proved to be "yes it does" and our "in situ" simulation is now employed spotlighting hospital care-unit effectiveness simultaneously as the individual skills, attitudes and behaviors are identified. There are several papers in various stages of publication and a business "PSO ONE" has been created.

Only now is the first chapter being written. Changes in the way healthcare professionals are educated and trained (to harmonize their bedside roles), that and how these roles must be defined, that learning-not only technical skills (like knot-tying and inserting an endotracheal tube) but also behaviors, skills and attitudes essential to effective performance within dynamically forming and disbanding teams-can be made to occur within judiciously-designed simulation.

I hope those of you-like me-who are depressed and disgusted with what has become UAL gain some pleasure and solace that the work we all participated in is having some lasting broader social usefulness.

Sincerely, *Bill*

"Captain William L. Rutherford, M.D." UAL V.P.-Flight Standards and Training (Retired)

*My adventure into, and within, "management" was at substantial personal and family cost to me, done out of a misplaced optimism for the ESOP and the hope that many of us saw. The closing signature block I use is done in bitter*

*irony--we all know the stupidity could not be overcome "at home" at the airline, but the VP title did open doors--maybe the discomfort was not in vain.*

**JOHN A SCHRANDT** – Madison WI

Cleve and Bruce, Memory is getting better, mailed the check a few days ago. Hard to believe it will be coming up on thirteen years since I last set the parking brake.

Still getting in some traveling to England and the wine country of Argentina last year. Both the beef and the wine were superb.

Both of my boys are engaged, and health is good, so cannot complain about much except politics.

Thank you for all the work of keeping the rest of us informed and amused.

Sincerely, *Jack*

**CURT SIMPSON**—Port Orange, FL

This month (June) marks year five since I retired the first time. October will make five years into my second career as a Cessna Citation captain for Net-Jets on a 7on/off schedule. Both companies were/are enjoyable from a flying perspective, but quite different in management styles. For example, Net-Jets has been impacted in the last year by the poor economy, but unlike United (whose response has always been to slash and burn), this company has gone to great lengths to avoid involuntary furloughs. The whole experience has been an eye opener.

Susan and I continue to enjoy good health along with the occasional ache and pain. We, along with several other UAL retirees, enjoy life here in the Spruce Creek Fly-In where, as they say, "We have six Saturdays, Sunday, and then six more Saturdays, etc." We don't fly our Bonanza as much due to the high fuel prices, but still manage to get it out once a week or so.

We have taken several flights (mostly full) on UAL to Portland, OR to visit our granddaughter (age 1+) and have noted how shabby the airplanes look inside and out. I don't know how the current employees manage to be as cheerful as they are as the airline seems to be disintegrating around them. I am glad I am not there.

*Curt & Susan* EWR, CLE, ORD. LAX. '67-'04

**IRV "ELBOS" SOBLE**-Upper Black Eddy, PA  
Hi Guys and Gals, Today, a somewhat serious note-

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Because both my parents died at age 61 (within 17 days of each other), I never really expected to live to any significantly older age. As the years passed, I began to feel as if I was living on "borrowed time".

About two years ago, I decided to change my perspective. I came to realize that I hadn't smoked myself to death as did my parents, I exercise much more than they had, etc. etc. etc. Consequently, I formulated a new 20-year plan for myself.

Now, although I'm 74, I'm still only in my second year of my 20-year plan. That sounds and feels much better to me than living on "borrowed time".

In my case, however, living on my fixed income won't necessarily allow me to do all the things I'm anticipating doing. As a consequence, I sought out and found a business that I can develop part-time, that should provide me with a much enhanced retirement income. What I'd like very much is to have a few like-minded fellow RUPA types partner with me in this venture.

If anyone is interested, please call me at 610-982-9400. I'll be happy to give you the "ungarbled word." *Irv*

**JOSEPH J. SWENSON** - Littleton, CO

Hi all, 5 years since my last flight for UAL. All systems are still go and I'm enjoying my semi-retirement.

Still keeping fairly busy with IATA Operational Safety Audits and just recently started doing ARG/US Pt. 135 Operations Audits. Also still doing some sim instructing and Pt. 91 ferrying, mostly 757s with some 767s occasionally.

Eileen and I enjoy good health and continue to volunteer at our church as well as taking some nice trips, mostly in Colorado.

Thanks to all that make the *RUPANEWS* possible. Very much enjoy reading about our UAL friends past and present. Also enjoy the articles, especially the ones related to health matters.

God bless, *Joe*

**LEE SWOFFORD**—Coppell, TX

I started this letter several months ago, but here it is Late as usual.

Living here in Texas, I am a long way from the old Capital guys and United people. It is a pleasure to read the letters.

I haven't heard about George Gertz for along time.

It is always nice to read Carl Jordan's letters. I can sympathize with him about the long time he spent as copilot. When I was hired in late forty five I was told that they expected I would be flying as Captain within seven months. It was nine years before I held a line.

I wish that someone would write a book about the old capital pilots. Some of them were real one of a kind people. I always watched when some of them got together and started talking about each other. I would get as close as I could and listen to their stories.

Pennsylvania Central Airlines was put together from Pennsylvania, Central, Kohler and Ball Airways. I flew with many of the original pilots. I flew with Horace Starke for six months before he hit the hill near Leesburg. I was asked to testify at the hearing. He was a very interesting person. He was an outstanding painter and came from a family of artists. He also held several patents on aircraft instruments. He was a successful investor in the stock market. I thought at first that he was just a wind bag but after asking around found that he was for real. He told me that his first job as a pilot was to go to New York and bring a plane back to Pittsburgh. He had seventeen forced landings on the way back. I don't think you can find that many places to land anything. The problem was the rocker box covers were not safety wired and would loosen and start to lose oil. He would land, tighten them and add oil and go on.

Maybe next time I will write about Bob Odell. Now there was a piece of work.

I love the airplane pictures.

Every year the Collins Foundation flies some of the old WWII bombers around the US. The B17, B25, B24 and a P 51. I never miss them for I have flown three of them. This year, for the first time, they have a ME 262. The only one in the world. I am looking forward to seeing it. Thankfully, I did not see one over Germany in 1944. I have flown three of them. This year for the first time they have a ME 262. The only one in the world. I am looking forward to seeing it for thankfully I did not see one over Germany in 1944.

Keep up the good work. *Lee* 1945-1982

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**ARVID von NORDENFLYCHT** - Rancho Palos Verdes, CA

You have not had an update from me nor did I write for some time but I am up to speed as I am your trusty web-master of *RUPANEWS*. The web does keep us connected and it is interesting to hear from so many of you. It's an interesting challenge trying to keep it fresh yet not too boring or stale. Then the little mistakes and computer crashes that need attention etc, etc. Thanks, and keep the e-mails coming. As everyone laments time flies fast. Indeed. In the fall of 2000, my retirement date, we, my wife Sue and I were fat dumb and happy. Big B-fund, nice A fund monthly checks, same house, no mortgage, two well educated grown children single and on their own. Also no aches or pains and great 6B passes, so we set off on several cruises checking off places we hadn't seen yet. Great experiences. Soon thereafter, of course, various disasters in the world that affected us all were the order of the days to come. However, my lovely wife of 42 years and I are still in the same house, still have some B-fund left and are almost getting by on the shrunken PBGC A-fund. Both children were married and both blessed us with two grandchildren six weeks apart that we cannot visit often enough. So we impetuously bought two townhouses so we could be with the kids more and stay a bit longer. One was bought in Pt. Roberts, WA, the farthest northwest corner of the lower 48, a 5 square mile peninsula attached to Canada. The other one in Pleasant Hill / Martinez, yeah, at the top of the real estate boom and so much for no mortgage.

My son, Professor Andrew living in Seattle, is the father of Serafina. My daughter, Alisa, living in the East Bay area, is the mother of Martin. Both kids are 2 years old and the absolute delight to us, the grandparents. Shuttling to Seattle or Vancouver has at times been stressful what with only United Express flights from LA. So much for 6B passes. I am learning to buy cheap tickets and or use credit card mileage to travel positive space. This year, for example, we used miles for a round trip to Egypt. Going to the East Bay area has been easier as I can handily fly my 182RG to Concord in just over 2 hours.

I hope to see many of you at the RUPA Convention in Denver, it's always fun. *Arvid*

**DAVID G WESTLAKE** - Reeseville, WI  
Dear Cleve and Bruce, after an extended truancy

from these pages, let me attend to first things first: Thank you, thank you, thank you to all of you who have kept me and my fellow non-producers informed and in touch with our old "shipmates." The University of Wisconsin Comprehensive Cancer Center has kept me on this side of the grass and my dear wife, Lucky, continues to put up with me. Our children and grandchildren all are nearby and fill our lives with joy.

We're still on the farm where we have restored much of the crop land to native prairie. Our horses get me going in the morning and they, along with our many blessings and a little guitar flat pickin' seem to be staying off senility.

It was my privilege to have known Duncan Fleming both as a brother Naval Aviator and as a fellow United Pilot. We shall miss him.

I just finished absentee voting my few remaining shares of UA for the annual meeting. Funny, but I also just had our septic tank pumped out and the name of the company providing the service was "United." Strange coincidence or logical progression for the post Ferris Corporation?

As always, "the check is in the mail." *Dave*

**WALT WHEATLEY**-Castle Rock, CO

Sorry a little late, but retired you know. Trouble with retirement, everybody thinks you need something to do, so I am busier now than ever. Pay is lousy though!

Been there, done that one, down under that is! One place I always wanted to go, but it was too senior and no one called in sick. Now I know why that ID was never open when I was on 747 reserve. We had a nice layover, err I mean a vacation.

Well, the 401k is a 201k, but we are doing fine here on Main Street. I think Wall Street is the problem or is it Constitution Avenue?

G'Day Mates, *Walt & Jane* 89-07

**LLOYD W WHITLOW** – Henderson, NV

Where does the time go, it seems that I just wrote my yearly letter!

It's been a very quiet year, very little travel, but we did get in one driving trip to Savannah, Georgia for a Board of Directors Meeting of my WWII Bomb Group Association. The Group will have its next Reunion in Savannah this coming Sept.

We plan to drive to Savannah in Sept., Vegas is not a good place to get out of on a Pass.

Enjoy our local RUPA meetings!

Until next year! *Lloyd*



**D. L. LARRY WRIGHT** -- Los Altos, CA

With my birthday being the last day of the month, I can never seem to get into the birthday mode until it's too late. The first thing I know, it is the next month.

To recap last year, our summers start with the usual fruit harvest, canning and drying. In August we hosted the SFO RUPA picnic then left immediately by car to get to Washington D.C. for the Marine Corps Vietnam Helicopter Reunion. It's a big country and a long drive. We were the host for my particular squadron (why do I keep volunteering?). Amazingly, the weather was very mild in Washington for August. We were actually very comfortable at all the outdoor events. With all of our obligations fulfilled, we took a more leisurely pace heading back to California. We were fortunate in that we passed by New Orleans and through Shreveport the day before they started evacuating the area for a hurricane.

The rest of the year was pretty much routine trying to keep the yard in order here, visiting our property in Eastern Oregon and a couple of flights to visit relatives. This past April, we supplemented the 1500 trees we planted in Oregon last year with 400 more. These are Ponderosa Pine seedlings. My wife says that is enough tree planting, and I am inclined to agree with her. *Larry*, mostly SFO '68-'95

## IN MEMORIAM

**HOWARD R. BLOMSTROM (Memorial Service)**

A memorial service for Howard R. Blomstrom (SFO) will be held on Friday July 17th, 1:00 pm in the Chapel at Alta Mesa Memorial Park, 695 Arastradero Road, Palo Alto, CA. Howard passed away in December 2008 at age 90 (*RUPANEWS*, March 2009). A reception for family and friends is scheduled nearby following the service. All are welcome. Please call 301-320-9693 or 775-742-8200 for further information.

Best regards, *Martha Blomstrom*

**PETER CECCHINELLI FORT**

Peter Cecchinelli of Fort Collins died peacefully at home 20 May, 2009 after a courageous 19 month battle with cancer. He was born January 19, 1943, in Rockford, IL where he was raised and graduated from West Rockford High in 1961. He graduated from the College of Aviation at the University of Illinois in Champaign in 1963. He flew for United

Airlines for more than 37 years. He leaves behind his wife, Karen, of 43 years, two daughters, a son and many grandchildren.

The family requests that any memorial donation please be made to the Food Bank for Larimer County or Pathways Hospice of Larimer County.

**MORRIS D. "GEORGE" GERTZ**

Morris David Gertz (George) George died at 90 on June 10, 2009, after a short but intense battle with cancer. He was born on Dec. 5, 1918 in Denver, Colorado, and lived in California since 1964. George is survived by his devoted companion, Aase Lauge-sen, his three daughters, three grandchildren, and six great grandchildren.

George said he led a life where all his dreams came true. He began his adult life as a newspaper reporter, and then entered flight school with the Army Air Corp in 1941. He served during WWII as a pilot and then in 1945 became a commercial pilot for Penn. Central Airlines in Detroit, Mich. When Capital Airlines merged with United Airlines in 1961, he successfully represented the Pilot's Association in its contract negotiations. He then settled in Saratoga, CA. He became one of only 66 members of the Million Mile Club in 1959. He flew for a total of 46 years before retiring at age 70. He loved flying the 747 jaunt to Hawaii. George was an avid tennis player and enjoyed playing with his friends at the Villages in San Jose where he lived. He traveled, learned the computer, did bonsai and rose gardening, and spent time with Aase and their families.

A graveside service was held at Madronia Cemetery in Saratoga, CA, June 12 and a reception followed at the Foothill Activity Center at the Villages Retirement Community in San Jose.

**CLYDE W. HOUSE**

It is with great sorrow that I must tell you that Captain Clyde W. House has flown West. He had a short but strong battle against bone cancer.

He was born on 10/21/1932 and flew West in May, 2009. Captain served in the USAF for 14 years, during the fifties and the Korean Conflict. He flew for United Airlines for 31 years; from 1965 to 1996--some of United's best years. He flew many of United's best airplanes. The best part of his airline career was working with his fellow pilots, stewardesses and flight attendants.

Clyde loved being a world traveler. After Clyde's retirement, he served for 5 years as the leader of the Las Vegas High Rollers, a branch of RUPA. This

was a happy time in his life. He so enjoyed the friendships, get-togethers and parties of the RUPA High Rollers.

I miss him so very much but I am thankful that Clyde is now living his new life with the Lord and those who have flown West before him.

God Bless, *Marie Loquet House*

### **JOHN RUSSELL STEWART**

John passed away in Copenhagen, Denmark on May 26, 2009 while vacationing with his wife. John was born in Great Falls, Montana on June 30, 1942 to James and Evelyn Stewart. He grew up in Bickleton, Washington graduating with the class of 1960.



Upon receiving his Associate Arts Degree from Yakima Valley Junior College in 1964 he joined the Navy where he served as a pilot until 1968 when he was honorably discharged and began his long service with United Airlines retiring on the Boeing 747 in 2002. During that time he continued in the Navy Reserves and attained the rank of Captain.

John and Rosalita Hoff were married in Sunnyside, Washington on May 29, 1965. They resided in Whidbey Island, Washington while on active duty and in Princeton Junction, New Jersey where he began his career with United they settled in Woodinville, Washington.

John is survived by his wife, a daughter and a son, three brothers a sister and several grandchildren.

A Memorial Service was held on Wednesday, June 3, 2009 at the St. Jude Catholic Church in Redmond, Washington followed by a celebration of life. The family asks that those wishing to honor his memory may do so by donating to The National Foundation For Infectious Diseases.

In lieu of flowers, any contributions should be sent to: <http://www.nfid.org/donations>

### **C. M. (PETE) WILLIAMS, JR.**

March 12, 1924 – April 19, 2009

Like many others, Pete Williams' interest in flying started early. His dad, an Army Air Corps man, figured Pete was ready for his first plane ride. So, at the ripe old age of 4, he held Pete in his arms in an old barnstormer. in an open cockpit, and went for a ride around the field a few times. From than time on, Pete either walked or caught a ride to every Florida air

show event until the big war".

In 1942, after graduating high school in Miami, Florida, Pete signed up with the Navy aviation cadet program. He soon earned his wings, and served four years flying combat missions off small aircraft carriers in the Pacific. In 1946, Pete left active duty, became a Navy reservist, and went to work as an airline instructor teaching Instrument flying in DC-3's in South Florida. In 1950, some friends talked him into filling out an application for Capital Airlines (who later merged with United Airlines). As a result, Pete found steady work for the next 34 years, finally retiring in 1984 as United Airlines most senior Seattle-based pilot.

In 1951, Pete was recalled to active duty for two years during the Korean War. He flew 45 combat missions, flying the F6F. He was based at Whidbey Naval Air Station in Oak Harbor, WA, with his first wife and his first two children. He never forgot the beauty of this place.

In 1968, he married his second wife, and the love of his life, United Airlines flight attendant Peggy Dalton Williams. In 1970, they had a daughter. In between flying Pete kept many side hobbies including raising Appaloosa horses in Colorado, avocados in California, and cattle in Washington. In 1979, having only five more years until his mandatory retirement from United Airlines, Pete transferred to Seattle and relocated his family back to beautiful Oak Harbor. In his final years flying for United Airlines, Pete chose to fly the Seattle to Hong Kong route. The flight took 14 hours, but there was a 43-hour layover, and the layover hotel was one of the best he had ever seen. Three or four trips a month to Hong Kong was a full-time job. In 1984, his parents (both 82 at the time), his wife Peggy, and his 13-year old daughter flew on his last flight from Seattle to Honolulu. Having his parents along for his last flight, he said, "was a very sentimental thing".

Pete continued to reside in Oak Harbor, WA, until shortly before his death. Here he spent time with family golfing, boating and fishing on his boat "Flight Time" (his dinghy was called "Jet Lag"). His family also had a winter home in Palm Desert, CA. He became a sea Captain through the US Power Squadron, and was proud to be a Captain 3 times over: a Navy Captain, an airline Captain and a sea Captain. Sadly, his wife of 36 years, Peggy, died of cancer in July 2004. He is survived by his 3 children. Memorial services were held at Burley Funeral Chapel last May.



<b>C. M. (PETE) WILLIAMS, JR.</b>	<b>Apr. 19, 2009</b>
<b>CLYDE W. HOUSE</b>	<b>May 04, 2009</b>
<b>PETER J. CECCHINELLI</b>	<b>May 18, 2009</b>
<b>*JOSEPH MC FADDEN</b>	<b>May 25, 2009</b>
<b>JOHN RUSSELL STEWART</b>	<b>May 26, 2009</b>
<b>*JOHN W. PERKINSON</b>	<b>Jun. 01, 2009</b>
<b>JOHN H. CAMPBELL</b>	<b>Jun. 22, 2009</b>

*\* 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.

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

#### **United Airlines Retired Pilots Foundation, Inc.**

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

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PERIODICALS



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**RUPANEWS Deadline: July 23, 2009**

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## RUPA's MONTHLY SOCIAL CALENDAR

### Arizona

Phoenix Roadrunners (2nd Tuesday)—*Horny Toad* - 623-566-8188  
Tucson (January)—*Tucson Country Club*

### California

Dana Point CA (3rd Tuesday)—*Wind & Sea Restaurant* - 949-496-2691  
Los Angeles San Fernando Valley (2nd Thurs, Odd Months)—*Mimi's, Chatsworth* - 818-992-8908  
Los Angeles South Bay (2nd Thursday, Even Months)—*Hacienda Hotel* - 310-821-6207  
Monterey Peninsula (2nd Monday)—*Golden Tee or as announced* - 831-622-7747  
San Diego Co. (2nd Tuesday)—*San Marcos CC*- 760-723-9008  
San Francisco North Bay (1st Wednesday)—*Petaluma Sheraton*

### Colorado

Denver Good Ol' Boys (3rd Tuesday)—*11:30am American Legion Post 1* - 303-364-1565

### Florida

N.E. Florida (3rd Thursday, Feb, Apr, Jun, Oct, Dec)—*Spruce Creek CC* - 386-760-0797  
S.E. Florida Treasure Coast Sunbirds (2nd Tue. Nov thru Apr)—*Mariner Sands CC* - 772-286-6667  
S.E. Florida Gold Coast (2nd Wednesday, October thru April)—*Pompano Elk's Club*  
S.W. Florida (2nd Monday, Nov, Jan, Feb, Mar)—*Olive Garden, Ft. Myers* - 239-540-9112  
Tampa, Florida Sundowners (3rd Thursday)—*Daddy's Grill* - 727-787-5550

### Hawaii

Hawaii Ono Nene's (Last Thursday)—*Mid Pacific Country Club*

### Illinois

Chicago Area (1st Wednesday, Mar, Jul, Nov)—*Wellington Restaurant, Arlington Heights* - 630-832-3002  
McHenry, IL [ORD] (2nd Tuesday, Jan, May, Sep)—*Warsaw Inn* - 815-459-5314

### Nevada

Las Vegas High Rollers (3rd Tuesday)—*Memphis Barbecue* - 702-558-9422 or 702-565-7175  
Reno's Biggest Little Group (3rd Wednesday)—*Macaroni Grill* - 775-250-2672

### New York

New York Skyscrapers (June)—*Montclair Golf Club, West Orange, NJ*: rupapetesoman@optonline.net  
New York Skyscrapers (October)—*Hostaria Mazzei, Portchester, NY*"

### Ohio

Cleveland Crazyies (3rd Thursday)—*TJ's Wooster* (Always coed.) - 440-235-7595

### Oregon

The Intrepid Aviators of Southern Oregon (3rd Thursday)—*Pony Express, Jacksonville* - 541-245-6896

### Washington

Seattle Gooney Birds(3rd Thursday)—*Airport Marriott* - 360-825-1016

### Washington D.C.

Washington D.C. Area (3rd Wednesday, Jan, Apr, Jul, Oct)—*Westwood CC* - 540-338-4574