
rupanews



Journal of the Retired United Pilots Association



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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

As of September 1st, I have assumed the office of President. I would like to take this opportunity to thank Larry Wright for the work he has performed over the last two years for RUPA. As President, I will continue the membership drive that Larry initiated over the past year. I would also like to take this opportunity to welcome aboard our newest member to the BOD. Phyllis Cleveland has graciously accepted the position of Vice-President. She is setting a historical precedent by being the first woman elected to the BOD and hopefully will become our first female President in 2 years. I am looking forward to working with Phyllis, Leon Scarbrough, our Sec./Treas., Cleve Spring and Bruce McLeod, our editors, and the rest of the BOD.

As convention committee chairman this past year, I was invited to attend the RUAEA convention in Phoenix in May. After attending their BOD meeting, I learned that they are having the same problems we are. Declining membership and no new members joining their organization. Their purpose for inviting me was to discuss the possibility of having future conventions comprised of RUPA, RUAEA and the Clipped Wings. Next year is our year to do a cruise but if the membership is agreeable, we could look at combining our groups in 2011. I was very impressed with the convention in Phoenix. Their next convention is in Orlando in May, 2010. I would appreciate any comments, pro or con, about joining forces. Also, if you are interested in more info about the Orlando conv. let me know, and I will publish some info in the newsletter. Aloha, *Ron*

IT IS SEPTEMBER, ALREADY!!

We are preparing the 2010 RUPA directory for publication

BUT.....It is useless if you don't keep us updated.....RIGHT?

Deadline — November 30, 2009 — Deadline

We did not distribute a 2009 Directory, so check your 2008 copy

Please, do it now and send us all the changes!!

The deadline is firm!!

Email or USPS is fine – so do it NOW!!

RUPA.Sectr@yahoo.com or RUPA, PO Box 400, Vineburg, CA 95487-0400

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 95487-0400 — or — E-mail: rupa.sectr@yahoo.com

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

ABOUT THE COVER

The aircraft is a *4E Stearman Speedmail* owned and flown by Ben Scott. It is the third aircraft that flew from New York to San Francisco, September 2008, to commemorate the 90th Anniversary of the Postal Service's involvement in airmail delivery. The other two aircraft were featured on the covers of the July and August *RUPANEWS*.

The Stearman Model 4 was developed from the C3 in 1930 with a deeper fuselage and was fitted with a range of more powerful engines. These features enabled the Model 4 to carry heavier cargo loads.

The Stearman 4 was sold to commercial operators in the United States, 41 having been constructed when production ended, 10 of those were 4Es. Users of the type included Varney Air Lines and American Airways (later American Airlines).

The aircraft's rugged construction enabled it to survive heavy handling and loads, and thirteen remained on the U.S. Civil Register in 1965. The aircraft later passed to private owners of veteran planes and a few still survive airworthy and in museums in 2007.

Stearman 4E Specifications

Span 38 ft 0 in	Length 26 ft 11 in
Gross Weight 3936 lb	Useful load 1510 lb
Max Speed 158 mph	Cruise Speed 130 mph
Stall Speed 55 mph	Range 580 sm
Powerplant P&W Wasp C1 (420 hp)	
Alt Powerplant P&W Wasp SC1 (450 hp)	



AIRMAIL SERVICE AND THE ELKO AIRPORT

By Judge Frazier

Like others, I was interested in the Airmail segment of "About the Cover" [RUPANEWS, August, 2009] but suspect that most don't know the big part played by the little town of Elko, Nevada. In January, 2002, I had the honor of playing a part in the dedication of our new airport terminal building and the cornerstone ceremony conducted by the Grand Lodge of Free and Accepted Masons of Nevada. As a member of the Elko Airport Advisory Board, I had been involved with the terminal building project from its beginning. At the time of the dedication I wore three hats being the Chairman of the Airport Board, the Master of the Elko Masonic Lodge that organized the ceremony, and the Grand Lodge Orator that gave the dedication speech.

Although airmail service had been in existence in the eastern states since 1918, the west wouldn't get this service for several more years. In 1925, the US Postal Service announced plans to have scheduled airmail service in the western states with Elko, Nevada as a terminus point and requested interested parties to submit bids. What made this different from the earliest airmail concept was the intent to have commercial airlines do the flying while operating under a contract. It would become the model for most future airmail service in the United States.

Several independent operators showed interest but the bid request specified a commercial airline rather than a single daring pilot. Mr. Varney, who was already operating in the northwest, quickly formed Varney Airline and was awarded the original contract in October 1925. As most know, Varney Airline was one of the

companies that joined to form United. On April 6, 1926 Pilot Leon Cuddeback flew the first Eastbound CAM-5 flight, leaving in the early dawn hours from Pasco, Washington to Elko, Nevada. Between 4,000 and 6,000 cheering people sent the pilot off with 207 pounds of mail. Cuddeback flew a Curtiss powered *Laird Swallow* biplane with a top speed of 90 miles per hour.

The first Westbound flight that afternoon was much less successful, however, as it was forced 75-miles off course by a storm enroute from Elko to Boise before making a forced landing near Jordan Valley, Oregon. The mail plane and its pilot, Franklin Rose, remained missing for two days until pilot Rose finally managed to reach a telephone on April 8 after carrying the 98 pounds of mail for many miles out of the wilderness by foot and later on a horse borrowed from a farmer. The Westbound flown mail finally arrived at the Post Office in Pasco late in the morning of April 9, three days after leaving Elko.

Elko wasn't new to air operations with that historic flight. The first aircraft, flown by an unknown pilot, to visit Elko appeared in 1917. The original runway was a short dirt strip through the sagebrush on the western edge of town. By 1921, the officially named Elko Airport had two canvas hangars and three years later we had a brick hangar with sliding doors. Our airport had already been engaged in commercial aviation for several years before the Cuddeback flight. By 1927, we had scheduled passenger service using a state-of-the-art Boeing 12 passenger aircraft that, according to Boeing, was equipped for the remarkable feat of flying at night. Elko had become the primary link for all commercial air service in the west.

After the merger that formed it, United Airlines was the primary air carrier in Elko for many years using progressively larger aircraft culminating with the Boeing 737 introduced in 1977. High density altitude, short runways, and short leg



POST OFFICE DEPARTMENT
SECOND ASSISTANT POSTMASTER GENERAL
CONTRACT AIR MAIL SERVICE

Form 2705.
Form Approved by
Comptroller General U.S.
January 15, 1926.

Date April 6, 1926 Postmark

To Postmaster at Boise, Idaho

The following contract air mail was dispatched today to Rt.No. 5, Pasco, Wash.

to Elko, Nev. - Number of Bags 1 : Weight of Mail — Lbs. — oz.:

Postage at 10 cents per ounce or fraction thereof for this route only \$25.70

VERIFIED BY _____
Umer C. Jole
Dispatching Clerk.

Mail described above was dispatched to Rt.No. _____ bound, today as shown below:

WEATHER CONDITIONS	SHIP NO.	NAME OF PILOT	MAIL LEFT P. O.*	SHIP LEFT FIELD
<u>Fair</u>	<u>3</u>	<u>Cuddeback</u>	<u>9:15 a.m.</u>	

REMARKS: _____
Charles Wrightson
Employee at Boise Air Mail Field

NOTES: - *This time to be furnished by the postmaster.
Make this report in duplicate. Postmaster will file the duplicate copy.
When air mail employee receives mail from one plane for direct connection to another plane at the field he will fill out form, sign it as dispatching clerk, state under "Remarks" from what route and ship and at what hour received, and forward it to the postmaster with any Form 2704 involved.

UNITED AIR LINES PHOTO

length played havoc with the performance of the early 737 and the Elko route was abandon after deregulation. Since then we have seen a succession of small commuter airlines come and go and today we have only limited service by Skywest. None the less, the Elko Airport holds the distinction as having the longest history of continuous commercial air service in the country. Some may challenge that claim but we don't.

Included are copies of two cancelled envelopes and the flight release for Cuddeback's flight from Pasco to Elko. The original is held by United (somewhere). I got a copy for inclusion in the time capsule we put in the new terminal building. Cheers, *Judge*

RUPA POLICIES REGARDING RECORDS AND OBITS

RECORDS -- In the 1990's RUPA moved from paper to digital PC record keeping. During the transition some inactive records were inadvertently lost. No paper records were kept for "never-a-member" retirees.

Prior to the change of retirement date to age 65, each year UAL would sent us an annual list of anticipated normal retirements. It included only those who would reach their 60th birthday in the following calendar year. That list was always our best source for adding retirees to our database. There was never a follow-up! UAL never confirmed retirement, pre-retirement death, or any other info on retirements or termination. Normally, it was simple - not on "The List" - not in the database, unless the individual, their family or their friends provided details to allow a database record to be created.

ALPA is still ALPA – they don't want to know you after retirement – they never did unless our numbers served their political lobbying purposes. They have never been of assistance to us. Ever.

All retiree records are kept up to date if more current or new information is received.

Let me assure you, *privacy* is our most important concern. Member or non-member -- ***we will not share database info with anyone.*** If anyone, including inactive and non-members, asks for information about any retired pilot, we tell them only: "*If we have that name, we will forward your query.*" We never confirm you are in the database!! We will forward their request to you, then you decide whether to follow-up or not.

OBITUARY POLICY -- It is sad when a pilot retires then decides to turn his back on camaraderie and friendships developed over many years in the cockpit. They never tell us why, but we reluctantly accept their choice to move beyond our mutual profession and sever longstanding ties and friendships.

After their death their families and especially RUPA friends are often offended and angry when we refuse to print an obituary, reserving posthumous tributes to our active membership. It is difficult to explain to the family and friends the seemingly inexplicable "Obit Policy" while trying to be sympathetic and polite. Unfortunately we get many such requests.

The unofficial "Obit Policy" was subject of long and heated debates (yes, arguments!) for a number of years. It became "Official RUPA Obit Policy" after much pro and con discussion, then a unanimous vote at the 1999 Convention in Las Vegas. Basically it is:

- We will seek, search for, and solicit obituaries for active members who have "Flown West."
- Non-members and inactive members will be named in the "Flown West" list only.
- Obituaries may be published if a member becomes inactive because of a debilitating health problem. They will be on a case by case basis. It is a difficult decision when we have no prior knowledge.
- When we receive a death notice for a person who is not in our database, we will do our best to determine that the individual is a retired UAL pilot. If confirmed, they will be added to the "Flown West" list.
- We do not offer paid "space" for inactive or non-member obits. *Bruce*
-

Golf Quote

Swing hard in case you hit it. ~ Dan Marino

ANNUAL BIRTHDAY LETTERS and OTHER STUFF

Everybody likes to read the “annual updates” from friends and acquaintances, so keep them coming!

Deadline.....3rd *Thursday of every month*.....4PM, Pacific! There are **NO** exceptions!! Friday is to format, layout, proof read, convert, then send to printer. Then we start next month! Handwritten is good, but if it looks like your Doctor wrote it..... well, you know what happens if it can't read it, so be sure it is legible! *FYI:* As a favor to Cleve and me, Leon transcribes what he receives and emails the result to us – nice guy! A big **“THANK YOU, Leon!!”**

If you are sending anything for publication to us by email, please, just type it in the message box as a message. Don't forget to include your whole name – then we can send Leon your “new” email address! If you use an attachment, a plain text file (*.txt) is best.

We try to keep things simple, so any of the above will save us measurable TIME! Remember.....”K.I.S.S.”

A member recently emailed his “birthday letter” to me and asked for a reply confirming receipt. I was happy to reply: “Got it – B”. BUT, he doesn't know whether I got it or not, because my response to his request was “bounced” with the following message:

I apologize for this automatic reply to your email. To control spam, I now allow incoming messages only from senders I have approved beforehand. If you would like to be added to my list of approved senders, please fill out the short request form

NO WAY!! – I was already serving the needs of other members. Besides, life is too short to be filling out unnecessary forms to accommodate the uninformed or lazy. This happens too often to be “only” a minor inconvenience. “Things” to think about:

- Spam protection and virus protection are NOT synonymous. You need one of each!! (But only one!!)
- Use the “delete” key! That's what it's for! If you can't find it.....????
- Add RUPA to the “list of approved senders”. (Or, use “snail-mail”) — You have choices – right?
- And.....Email services provide spam filters, and spam folders for you to check for “filter errors.”

(Cleve is too polite to write like this, so you can be “upset” with me!!) Thanks for your patience, **Bruce**

RUPA CRUISE NEWS FOR 2010

A decision has been made on the next destination for the 2010 RUPA Cruise. I sent out questionnaires to 65 RUPA members who had sailed on previous RUPA cruises. The majority were in favor of a cruise to the eastern Mediterranean which would include Greece and Turkey. We have set this up as a 10 day round trip cruise out of Rome departing September 8, 2010. It will make stops at Dubrovnik, Croatia, and then proceed to Corfu, Katakolona, and Santorini, Greece. The ship then will proceed to Kusadasi, Turkey, and return back to Greece to visit Piraeus, Greece (Athens). On its way back to Rome the ship will stop at Messina, Sicily.

If you wish to maximize the time and value of your flight to Rome, this cruise can be extended for another ten days to take in the western Mediterranean. The ship would then leave Rome on the 18th for stops at Livorno (Florence); Monte Carlo, Monaco; and then proceed to Barcelona, and Palma de Mallorca, Spain. The next stops would be at La Goulette, Tunisia; Trapani, Sicily; and Naples before returning back to Rome.

Jerry Poulin has given us some very good prices for this trip. They are almost half the price of the identical trips for 2009. If you wish to take just the western Mediterranean cruise by it's self, it is priced the same as the eastern cruise.

Feel free to pass this information on to your family and friends as they are all welcome to join us.

Submitted by *Rich Bouska*

All 2010 Cruise information on pages 8 and 9

2010 RUPA Roman Empire Cruise

Date of Cruise: SEPTEMBER 8, 2010

10 day Roundtrip out of Rome

On

Holland America's MS NOORDAM

**Check out deck plans and staterooms on the Internet
www.hollandamerica.com, Click on Fleet, MS Noordam**

Depart Civitavecchia (Rome) with stops at:

Dubrovnik, Croatia

Kerkira (Corfu), Katakolon, Thira (Santorini), Greece

Kusadasi (Ephesus) Turkey

Piraeus (Athens), Greece

Messina, and Civitavecchia (Rome) Italy.

All prices are for double occupancy and include the \$260 port charges and fees imposed by the cruise line.

Taxes, which are \$77.46 pp, are not included and are additional.

Inside Cabin from \$1412

Outside Cabin from \$1552

Verandah from \$2249

Suite from \$2807

Deluxe Suite from \$3737

All cabins are subject to availability. Rates are subject to change until booked.

If a lower rate becomes available we will rebook at that rate.

**A deposit of \$300 per person is due at the time of booking
and is fully refundable until 25 June 2010.**

**If you want verandah cabins, it is important to book early,
as they are the first to sell out.**

**The above prices include at least one cocktail party
\$50 per cabin on board credit**

Send all correspondence to:

Jerry Poulin

Jerry's Travel Service

36 Mark Bradford Drive, Holden, MA 01520

1-800-309-2023 pin#33

1-508-829-3068

gpsp@aol.com

EXTEND THIS CRUISE FOR 10 ADDITIONAL DAYS and Also Visit:

**Livorno (Florence), Italy
Monte Carlo
Barcelona, and Palma de Mallorca, Spain,
Tunis (LaGoulette), Tunisia
Trapani, and Naples, Italy**

Prices for this 20 day cruise are as follows:

All prices based on double occupancy, include the \$520 port charges and fees imposed by the cruise line.

Taxes, which are \$163.47 pp, are not included and are additional

Inside Cabin	from \$2546
Outside Cabin	from \$2779
Verandah	from \$3894
Suite	from \$5057
Deluxe Suite	from \$6731

All cabins are subject to availability. Rates are subject to change until booked

If a lower rate becomes available we will rebook at that rate.

**A deposit of \$425.00 per person is due at the time of booking
and is fully refundable until 25 June 2010.**

**If you want verandah cabins, it is important to book early,
as they are the first to sell out.**

Send all correspondence to:

Jerry Poulin

Jerry's Travel Service

36 Mark Bradford Drive, Holden, MA 01520

1-800-309-2023 pin#33

1-508-829-3068

gpsp@aol.com



FURTHER INFORMATION ON THE DC-7 GEAR-UP LANDING AT LAX

We received 2 responses on the identity of the crew members

Cleve/Bruce, I noticed the article "United Airlines DC-7 Gear-UP Landing at LAX" on page 17 of my August *RUPANEWS*. It just so happens that my brother-in-law, Fredrick (Mario) Nizich is the pilot on the right. Mario was the co-pilot on UAL 101 in October of 1957. He tells me that the S/O was Warren Fraim who lived on Long Island, NY.

I have heard this story many times and Mario would love to tell you more if you are interested. He knew Lewie, Abraham De Leeuwe and has more details about the 24 foot bronze sculpture and stories about Captain Charles C. Dent.

Mario now lives in Cary, NC and retired on the 747 out of ORD in 1987. I retired on the 777 out of IAD in 2002. We both thank all of you for the *RUPANEWS* and wish you the best.

Wayne A Jackson, wjax3888@hotmail.com



Hello Bruce and Cleve, August *RUPANEWS* requested names of the crew members in the photo on page 17. Left to right we have S/O Warren Fraim (first week on the line on reserve and flying a transcon) Center, of course, Charlie Dent, and right side is F/O Mario Nizich--all based at JFK.

Charlie was a long time close friend and a unique individual. When he returned from LAX, I met him at the airport and we proceeded to a NY steakhouse where I received a full briefing on the day's events.

Thanks for all the work you do in putting out the "NEWS".

Kindest regards, *Rip Munger*

NO "SKYNET" OR "WEBLIST"? FREE TRAVEL HELP DESK PHONE NUMBERS

Please use the LOCAL TOLL-FREE number if you can. Cell phones with toll FREE calling plan can use the LOCAL TOLL-FREE number as well! This will save the Travel Desks 5¢/minute!

This is a "one-timer" so..... "Clip & Save" the numbers for your area. Cheers, *Bruce & Cleve*

Chicago Retirees Travel Desk

1-877 242-0035

Tuesday Thursday Saturdays
9:00 AM to 1:00 PM Central Time

LOCAL TOLL-FREE – (847) 700-1087

Portland Retirees Travel Desk

1- 888 278-7038

Monday Wednesday Friday
10:00 AM to 2:00 PM Pacific Time

LOCAL TOLL-FREE - (503) 249-4142

Seattle Retirees Travel Desk

1-888 826-3375

Monday Tuesday Wednesday Thursday
10:00 AM to 2:00 PM Pacific Time

LOCAL TOLL-FREE – (206)-433-4218

DANA POINT (July) RUPA LUNCHEON

Dear Cleve and Bruce

The 3rd Tuesday arrived and as expected it turned into a great day to be at the beach. Cool in the morning and by noon a pleasant 75° at the Wind and Sea for Lunch. The thin overcast had parted the blue umbrellas went up. Just half a mile inland the Temperatures were soaring.

Most everyone showed up early and in a jolly mood. Had a great turnout. Joe, who did last month's letter for our Dana Point group, did a good job promoting our Luncheon in *RUPANEWS*... "ogling pulchritudinous wait-persons and other lovely people that show up in large numbers" or maybe it was his mention of the great food. Calamari was the choice at our table. Some chose off the Regular menu calamari steaks, while others found that the appetizer portion had the same amount calamari but just cut in strips and no side dishes which was just fine. (read pilots prices) Bruce did a great job taking pictures all around for us.

On Deck were: Rusty Aimer, Park Ames, Carlos Bernhard, Bruce Dunkle, Ron Dye, Bob Fuhrmann, John Grant, Rudy Haluza, Jack Healy, Rick Hofer, Ed Judd, Ed Krieger, Bob McGowan, Don Morgan, Bill Rollins, Glenn Schwarz, Ted Simmons, Stefan Steinberg, Bill Stewart and Joe Udovch. In addition Snuffy Smith showed up with his big grin and a report from North San Diego County. Bob Mierau from Lake Tahoe was in town and came to visit our group. Bob retired in April '98, did most of his flying out of SFO and a hitch on DC-10s out of LAX

Some talk on the Mainline/Legacy Carriers Ranking in the recent Aviation Week that Joe brought to the table. UAL has sunk to number 31 of 32. Quote "the current leading contenders for extinction would be United Airlines and US Airways." Didn't UAL at one time or another try to buy US Air or was it the other way around? All I do know is that now is not a good time to be a SA especially this summer! Steven Wright said: "I woke up one morning and all of my stuff had been stolen and replaced by exact duplicates." "A clear conscience is usually the sign of a bad memory." Personally I'm just glad that I woke up! *Ted*

DANA POINT (August) RUPA LUNCHEON

Tuesday 18 August 2009. At the risk of sounding boastful or repetitive, today was another one of those patented California summer days, when a trek to the coastal areas was a highly rewarding experience. Although the rest of the LA basin has not had an excessively hot year as yet, excepting the desert areas, here at the Dana Point Harbor we were just bathed in clear skies and comfortable temperatures and an atmosphere which promotes a great food and fun get-together. There's something relaxing about watching the whale-watching tour boats and the Catalina Island ferry during their comings and goings, as well as all the rest of the marina scenery. Added to that, of course, is the live scenery provided by our lovely and attentive wait-persons and the rest of the passing parade.

We're finally seeing a swing to healthy eating; nary a hamburger or cheeseburger in sight today. As a matter of fact, it seems there is also a return to the seafood, for which the Wind and Sea is justifiably noted, and calamari (squid) steaks and strips were on many plates. But I did note a couple of plates with the new menu rage, sliders, in this case, made with Kahlua pig (Hawaiian).

We were especially glad to be joined by Bruce Barton, who rolled in from Las Vegas, and Al Pregler, who came down from Fullerton, both of whom added to the conviviality of our proceedings today. We managed to pull in a total of fourteen retirees today, but missed the presence of our regular coordinator, Ted Simmons. The rest of our more or less irregular regulars included: Jack Healy, Ed Krieger, Bruce Dunkle, Ed Judd, Bill Rollins, Bill Stewart, Rudy Haluza, Glenn Schwarz, Bob Fuhrmann, Park Ames, Bob McGowan, and your scribe, Joe Udovch. Of this group, we have a good size contingent which carpools down from Villa Park. I mention that because it helps to remind others of the luncheon date, takes care of any ambulatory problems anyone may have, and just starts the party a little early, as well as encouraging a larger number in attendance.

As always, there is an open invite to anyone who is in the area from out-of-town, much as Bruce was today, to just drop in on us on the third Tuesday of the month, and enjoy what we share here: a laid-back luncheon with good food, pilots prices, great scenery, and some new stories and jokes.

Despite the pleasantness of the surroundings at the Wind and Sea, it really is the coming together of a bunch of folks with a common background, swapping stories and jokes, laughing a lot, reminiscing, and just having an altogether good time. And we did do that again today. Cheers! *Joe Udovch*

DENVER GOOD OL' BOYS

The third Tuesday occurred as late in the month as it could possibly but a good turnout resulted. The weather was accommodating and happy hour was its usual success.

The caterer did a good job with the repast and no complaints were noted. The coordinator began the boring business meeting with probably the lamest excuse for a joke this year, and was met with groans all around.

There were no new reports of infirmities or final flights west, and the biggest news was that the August meeting will be supplanted by the summer picnic. We look forward to that.

There being no other business, the meeting adjourned at an early hour and socializing was the order of the day.

Those inattendance included: Al Dorsey, Curly Baker, Phil Spicer, Bob Sannwald, Mack Connelley, Tom Hess, Dick Garbrick, Ed Riehl, Bill Hoygaard, Bernie Stoecker, Bob Blessin, Bill Hanson, Rick Madsen, Bill Bates, Craig Johnston, Jack Davis, Ken Ewing, Maury Mahoney, Jim Hixon, Pete Lynch, Dick Kobayashi, Jim Reid, Jim Nist, Rex Bales, Jim Jenkins, Stanley Boehm, Charles Fellows, Gary Gore, Russ Ward, A.J. Hartzler, and the scribe and coordinator, *Ted Wilkinson*

HAWAIIAN ONO NENE'S RUPA LUNCHEON

Seven of us managed to brave the dreary (for Hawai'i) weather last Wednesday for lunch at the Blu Water Grill in Hawai'i Kai. Attending were the Crooks, Adele & Dave; the Moritas, Yasuko & Yuz; and the Sorensens, Corky, Maya & Jim.

There is a request to go back to Thursdays for meeting. This would mean a buffet only for our Mid Pac Lunches. What are the opinions on this matter?

Aloha, *Jim*

LOS ANGELES SOUTH BAY LUNCHEON GROUP

August 13, 2009 - The Valley reps were Marcene & Doug Rankin. Also attending: Walt Albright, Bruce Barton, Trudy Buck, Norm Marchment, Dick McKay Tom Reidt, and me Rex May. Bruce Barton got the award today for traveling the farthest.

Tom Reidt reported that his son Eric, who has ten years seniority with UAL, has received a furlough notice for October. Definitely not the airline it used to be. *Rex May*

THE MONTEREY PENINSULA RUPA LUNCH BUNCH

August 10th was another glorious day in Carmel Valley. Our patio dining at Edgar's at Quail Lodge was as perfect as anyone could hope – CAVU! Many of our members were out-of-town or on the sick list but those that did join us were Philip McClain, Jim and "Tommy" Gwinn, Lee Casey, Paul and Brigitte Olson, Carlos Quintana, Pete and Donna Walmsley (our hosts), Milt and Sunee Jines, Robert and Mary Alice Gifford, and yours truly.

We heard about a Possum Festival in Florida – but has anyone heard from Doug & Edna Horne? There is a possum story here!

September 14th is our next luncheon planned at **Edgar's** at 11:30. Please RSVP by Friday the 12th. Many thanks to Pete and Donna Walmsley for hosting our group!

Phyllis Cleveland

Age, Maturity & Experience: What is Important for Flying

People call or email me questions all the time but once in a while, just the question raises irritation levels. Recently, I received a question from a pilot about advancing age and the ability to fly. He had been chided by a “younger” pilot that he was too old to fly. Then last week, I fielded a complaint from an older pilot which stated that his insurance company was making him get a *first* class medical every year to keep his insurance.

Age and flying is not a new subject. The FAA has looked at this many times debating the “age 60 rule” for airline pilots finally raising the age limit to 65 a year and half ago. During the “investigation,” the FAA commissioned a study by an Ivy League medical school for several million dollars to see what the effects of age had on the ability to fly. The only answer from the study was that as pilots get older, they generally get more medical problems. I could have told them that for a couple of beers at Oshkosh!

Just last month, the AeroSpace Medical Association published an article that showed no difference in accident rates in commuter aircraft related to the age of the pilot. If nothing else, think about experience. Sullenberger landed in the Hudson at age 57 and Al Haynes was forced by the age 60 rule (at that time) to retire six months after he saved 184 people in a Sioux City corn field.

Yes, pilots do have more medical problems as they get older. They also may not have the same quick reflexes they did as a newly minted private pilot. But they have something that those young pilots do not have experience and maturity—qualities which are much more valuable in the cockpit.

When it comes down to accident statistics, pilot error is far and away the most common cause of accidents and most of these tend to be “mental” errors. How much more needs to be said about judgment when the two most common causes of accidents are running out of gas and flying into IMC without qualifications?

It is as hard to assess a pilot's ability to make sound judgments as it is to assess their medical status. The main purpose of the medical certification exam is to “predict” the possibility of sudden incapacitation while flying. Physicians cannot do that well under any circumstances and especially with flight medicals. For instance, the medical form does not have any mention of smoking, family history, or cholesterol levels. The only issue for obesity is whether the abdomen is so big it gets in the way of the yoke. In fact, the word obesity is not even in the *Guide for Aviation Medical Examiners*.

“A brief description of any comment-worthy personal characteristics as well as height, weight... and other findings of consequence must be provided” is the only mention in the Guide of weight and there are no criteria or limitations beyond this mention. So what does the insurance company required first class medical standard do? Well, for the most part, it creates expense and hassles and does little else. The most significant safety factors for airlines pilots are the duplication of personnel in the cockpit, not the medical. The only different criteria in an otherwise non special issuance third and first class medical is vision criteria (20/20 required for 1st) and the annual resting EKG over 40.

A resting EKG is not predictive of sudden incapacitation. I once had a conversation with Dr. Jon Jordan, the previous Federal Air Surgeon, who agreed that the resting EKG did nothing but stated “no one has the guts to stop it.” What is predictive of heart disease is a stress EKG (treadmill) or even better, a nuclear stress test. Since both these tests are expensive and time consuming, the chances of their being used for medical criteria are nil.

So what is the bottom line? There are pilots out there who are 50 who should not be flying and there are those who are 75 who can grease a tail dragger on the runway effortlessly. Mature and experienced pilots generally choose to alter their flying as they see their ability wane such as discontinuing hard IFR or changing to lower performance aircraft. I wish younger pilots judged their capabilities as honestly.

What may be more important evaluation criteria if used properly is the biannual review. How many instructors say to a pilot after a review, “Joe Pilot, you really need to work with an instructor to sharpen you skills or quit flying” regardless of their age. Not many. I just had an instructor tell me after what was supposed to be a ten minute check out that I needed a few more hours of touch and go's in a conventional gear aircraft I was unfamiliar with before setting off on a 13 leg cross country stopping at unfamiliar airports. What made me do those extra couple of hours was not my self deceived mental age of 25 but the maturity of 30 plus years of flying.



United Airlines Historical Foundation

"Preserve the Past, Inspire the Future"

May 15, 1930 the airline industry's first Stewardesses began flying onboard BAT's Boeing 80As on the San Francisco to Chicago route. In 1926, Stout Air Services had hired young men as America's first in-flight personnel. They were known as "Aerial Couriers". In 1929, Pan American Airways had hired young men as "Stewards".

One evening during a slightly-delayed flight from Reno to San Francisco, Steve Stimpson the Boeing Air Transport Pacific Coast Traffic Manager had noticed the BAT passengers looking out the windows, searching for landmarks and repeatedly glancing at their watches.



Entering the cockpit, Stimpson checked with the two pilots regarding their location and the estimated time of arrival. He passed this information along to the passengers and then adjusted the heating system. After noticing the collective sigh-of-relief among the passengers, he recalled how steamship Stewards had impressed him with their service and attention to ship passengers. He wondered if male Air Stewards would make the same impression on BAT's passengers.

Stimpson received permission from the company to hire the Stewards and had hired three young men when Ellen Church stopped by Stimpson's office and suggested hiring female nurses instead. Ellen had previously visited Stimpson's office, intrigued by the airline advertising in the window. She was a nurse at the nearby San Francisco French Hospital and wanted to fly, even to be a pilot.

Boeing managers initially rejected the idea of hiring female nurses, but W. A. "Pat" Patterson assistant to the BAT company president finally gave his permission for the Stewardess program on a three-month trial basis. Stimpson then hired Ellen and gave her the title of Chief Stewardess. She quickly recruited seven more nurses from San Francisco and Chicago. The eight Stewardesses became known as the "Original Eight". Compiled by *Marvin Berryman* from "*Legacy of the Friendly Skies*" by Mahler; "*The Age of Flight*" by Garvey & Fisher and the 5/70 "*Shield*" magazine. Photo from the UAHF collection.

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

More United Airlines Historical

Ellen Church was the Florence Nightingale of air transport. She created a fine, adventurous new profession for thousands of young women. Her example, along with seven other registered nurses, spread to all the world's major airlines. "I have often said our stewardesses are one of United's most valuable assets" W.A. Patterson, 1967.

Patricia Patterson Dudley serves as a member of the board of directors of United Airlines Historical Foundation. In July, 2008, Pat spoke with a new chapter of RUAEA (Retired United Airlines Employees Association.) I've known her for many years as the loving daughter of "Mr. Pat" and her mother, Vera. By the way, Vera gave first approval of the stewardess idea in 1930.



William "Pat" Patterson and daughter Patricia Patterson Dudley.

Pat flew for American and was long active in their "Kiwi's" organization. She graciously gave permission for me to share portions of the July 2008 press coverage. (Space limits including the entire article.)

When William "Pat" Patterson retired as chief executive of United Airlines in 1966, he declined a multimillion-dollar "golden parachute" payment and instead took his pension like any other employee, his daughter told United retirees in Colorado Springs. "He told me "I am going to take exactly my share because I can't take millions when I signed the papers creating United's pension plan," said Patricia Dudley, daughter of the late founder and long time chief executive. "He never referred to the people who worked at United as employees. He called them his United family."

Boeing hired Patterson in 1929 and named him general manager of the newly created United two years later. He ran the carrier for 35 years, pioneering the use of flight attendants, pressurized cabins and autopilot systems.

Dudley said her father always had a special affection for pilots because "when he started out, he told them he couldn't afford to

pay them and they said they would fly for free to keep the company going. If it wasn't for the pilots, there wouldn't be a United."

She also described how he always bought Standard Oil gasoline for his cars because the company kept providing fuel to United at no cost after Shell Oil had cut off shipments for nonpayment.

Patricia said her father wasn't all business. He once postponed a speech to the Civil Aeronautics Board to attend an annual Father-Daughter banquet at her elementary school.

Vicy Morris Young, MAL

SAN DIEGO RUPA LUNCHEON

The monthly luncheon meeting was held in the San Marcos Country Club on August 11, 2009 with the following attendees: Bob Bowman, Paul Whitby, Don Lott, Bruce Barton, Don and Ann Kyle visiting from Phoenix to get out of the heat, and myself.

As usual, the stories and laughter never ended until it was time to leave. A nice lunch with nice people. Who can beat a deal like that? Respectfully submitted, *Bob Harrell*

THE SAN FRANCISCO BAY-SIDERS' "DOUBLE-HEADER"

Game One - - again in Harry's Hofbrau, Redwood City on August 11th, the second monthly SF Bay-Siders' RUPA Luncheon was well attended. Everybody from close friends to past acquaintances kept the noise level high with genuine pleasure and laughter reminiscing and "hanger flying". It seems that most of the stories gain in humor and "detail" with the passing years.

Once again, a number of "fresh faces" showed up as more Bay-area locals got the word about our group. Our "room in back" still has space for a few more attendees. Always Co-ed, of course, so come join us on the second Tuesday of each month at 11:00am. We have "room to expand"!

Attending this month were the following: Bob Ahrens, Al & Jo Bernard, Ken & Marian Breitschopf, Bob Callaghan, Bob & Roz Clinton, Sam & Billy Cramb, Bob Ebenhahn, Paul Fewel, John & Rita Gordon, Dick & Jeri Johnson, Neil Kelly, Norm Marshall, Bob McAfee, Bruce McLeod, George Mendonca, Jerry Quitney, Walt & Mary Ramseur, Cleve & Rose Spring, John & Dorothy Stefanki, Isabell Traube, Larry & Pat Wright and Al Wilcox.

We hope to see you all at our next get-together on September 8.

Game Two - - the Annual SFOFO Picnic took place at Flood Park, Menlo Park, CA on Thursday, August 13th. Though it was only two days after the Bay-Siders' Luncheon, 63 members and friends attended. We were delighted to welcome good friends from many miles away. Everyone seemed to have a good time, and as promised, we delighted in talking about those who were expected to appear but failed to attend!! Honestly, I never heard the same story from the luncheon repeated at the picnic! A very imaginative group!!

Larry and Pat Wright did yeoman service organizing the event and personally "doing" the food and beverages. They were ably assisted by early arrivals ; Gene & Carol Walter, Rich & Georgia Bouska, Bob & Burkie Callaghan, Cleve & Rose Spring and some I can't remember. Thank you all.

The other attendees: Floyd & Charlene, Alfson; Marty & Jean Berg; Al & Jo Bernard; Frenchy & Joan Bourgeois; Rich & Georgia Bouska; Ken & Marian Breitschopf; Bob & Burkie Callaghan; Bob & Roz Clinton; Sam Cramb; Neil Daniels; Gerry & Sheila DeLisle; Bob & Jill Ebenhahn; Bob Evans; John & Rita Gordon; Barry & Ginny Hamley; Larry & Lynne Henderson; Dick & Jeri Johnson; Kathy Lynch & Art Goldstein; Milt & Sunee Jines; Howard & Pat Jundt; Norm Justesen; Ted Larusson; Kay & Frank Mazzola; Bruce McLeod; Brett Morris & Diane Ellis; Lois O'Dell & Sharon Garcia; Vilma Patrick; Walt & Mary Ramseur; Virginia Roberts; Norm & Connie Rupp; Pat Sheehy; Cleve & /Rose Spring; Jerry & Krista Terstiege; Isabella Traub; Gene & Carol Walter; Ron Weber; Larry & Pat Wright.

Next year will be a single August function, likely as a "Pot-Luck" gathering. Whatever is decided, it was good *GREAT* to see you all, and look forward to seeing you again at next year's event, **Bruce**

SAN FRANCISCO NORTH BAY RUPA LUNCHEON

What another BORING meeting, chaired by the incomparable, irreplaceable Bob "Padre" Donegan. He thinks that he can be replaced, he would like to be replaced, but NO, by unanimous vote, HE was elected HOST for life. On a serious vein, if one could be found in that crowd, we had the monthly health report by Mr Red Wine himself, George Hise, again (seems like a very monthly thing) extolling the virtues of guess what? Red Red Wine. Maybe next month he will sing that song instead of waving pieces of paper.

Call in's were Barney Hagen, so Bill Greene gave the spiel about the Air Show at the Pacific Air Museum Show the weekend of the August 15-16, which is a never mind as by the time this article shows up in the September *RUPANEWS*, well, Al and SMIF, you be ready for the Reno Air Races, and be safe out and around those pylons. James Mansfield is on the mend from a pacemaker replacement, someone said it was the first ever. Not true.

We also had, not necessarily in this order, on the Padre's Bulletin Board, Deke Holman's Oshkosh pictures, 1987 Forbes magazine article how Tricky Dick Ferris blew it at United, pictures of Jock Savage at a party thrown by Harry Stonelake for Jock, Greetings to the group from Bob Stanton, telling tales of famous and infamous SFO pilots, and if you are one of those old Captains, and are worried whether your name was mentioned, call JR. Health care discussion, of which nobody knows nothing yet-about our future with United.

Attending: Tom and Joyce Grey, Ken and Shirley Corbin, Bill McGuire, Woody Lockhart, John "SMIF" Baczynski, Bill Greene, Deke Holman, Dick Smith, John and Sharon Candelo, Al and Linda Fink, Gary Koverman, Larry Whyman, George and Pat Hise, Buddy and Alice DeCosterd, Dan and Chris Bargar, John Loughran, Galen Wagner, Bob and Doris Donegan, Leon Scarbrough.

Scribed by *Leon Scarbrough*. PS. I am looking for a pen name, so if anyone has something polite, please don't tell me.

Taking Some Time Off...for Perspective

This is a letter that Rick Wilkey, an American Airlines 17 year 757/767 co-pilot sent to his flight office. His father is a retired United Captain. Rick is currently in complete remission from his cancer and has returned to flying at American.

Have you ever thought it might be nice to take some time off from work - just to catch your breath, and re-

gain your perspective on things? Well, I've spent the last year doing just that. Hold on, before you jump in line for this deal, you should know I've been out for cancer – to be specific, malignant melanoma, metastasized to my lungs, abdomen, lymph nodes, adrenal glands, and various soft tissues. How's that for perspective? I've had the unique experience of standing at the precipice of my own mortality, teetering there for several months, then falling back into the world of the unsuspecting. I can only describe it as surreal. What, you may ask, have I learned, and what wisdom can I share with you about this experience? Well I'm still a little dizzy from it all, but I'll try to pass along what I've figured out so far.

Before I get started though, I'd like to pay my respects to my co-worker and friend, Captain Chris Barnes. Chris and I often flew together to Hawaii, and we followed the same path in our battles with melanoma as well. My disease ran about three months behind his; we even ended up at the same hospital and cancer clinic in Santa Monica. Our parallel treatment and progression was both striking, and ominous. As I heard about Chris' worsening condition, the feeling of inevitability was powerful, and hard to shake. Chris passed away this last March after what I can only describe as a heroic battle. In the end, each of us chose our own treatment plan based on what we thought was best, but largely based on which clinical study was available to us at the time, conditions completely out of our control.

That leads me to perhaps the most important realization I've come to over the last year. Life is fragile. No, I'm serious, really fragile. Everything you've built, every relationship you've forged – all the accomplishments you've achieved, pale against the fragility of your life - and it's completely out of your control. Bad genes, combined with one random mutation, mixed with a youthful sunburn or two, and you find yourself in the chemo ward at St. John's wondering if your wife and kids will be ok without you in a month or two – not that you can do anything about it now, anyway. Sounds a little dark, I know, but really it's a matter of perspective. We can do something about it now. Now is the time to pay attention. Notice the goodness in your life, and in people around you. I can't believe how easy it is to focus on everything that isn't going your way, and miss all that is. Life is beautiful, and it begs for appreciation every moment we're lucky enough to enjoy it. I'm not suggesting living in fear of losing it, but maybe just a little attention paid to its value on a daily basis. Each moment has value, and it takes watching them dwindle to just a few remaining to realize just how much value. So give your loved ones a hug; hell, give everyone a hug, and appreciate them – now. (Start with the flight office, because you have no idea how good at heart those people are until they're calling your wife to see if there's anything else they can do to help.) Appreciate your family, your friends, your co-workers, even strangers you meet in passing. Most of them are pretty darn good people, capable of incredible kindness and compassion when called upon – you'd be surprised.

I consider myself incredibly lucky now. Not just lucky to be alive, but lucky to have had my eyes opened by this experience. I learned so much about myself, and the people around me. I'm happier. I enjoy each moment, instead of dreaming of the future. I still have goals and ambitions, but I keep them in better perspective now. It turns out they're not what's most important in life after all...

WHICH AIRLINES WILL SURVIVE?

By Tom Van Riper

How many more seats can the airlines pull from the sky? Apparently not enough to turn the industry around for a sustained period.

The nine largest U.S. airlines--those accounting for about 88% of all domestic traffic--lost a collective \$1.5 billion during the recently completed second quarter. This despite per-seat traffic numbers (known in the industry as load factor) flying close to an all-time high, according to Robert Herbst, an independent airline analyst who compiles industry statistics on his Web site, airlinefinancials.com.

Which Airlines Will Survive?

His prognosis for the third quarter: a 20% or so decline in revenue for most big carriers from the same quarter in 2008, as business and leisure travelers continue to cut back. He predicts the July load factors that airlines are set to announce this week will show that planes were close to 90% full.

"To see this kind of load factor and still lose money is very unusual compared to the industry's history,"

Herbst says.

The problem? Too many airlines. With the economy already taking a bite out of demand, cutting the supply of seats only goes so far when they're spread among nine major carriers, plus regional competition. The industry is essentially engaged in an ongoing fare war, a tough way to price seats high enough to cover costs. An improving economy, inevitable at some point, figures to push oil prices as much as customer demand. Will carriers ever be able to set prices optimally?

"Not unless you have major restructuring, including consolidation," says Marick Masters, a business professor at Wayne State University who has long followed the industry. In other words, spreading out 88% of the domestic flying public among six airlines would work a lot better than spreading them among nine. Until then, "it's a dim future for as far as we can see in the future."

Herbst estimates that the majors will need to combine cost cuts and revenue increases by at least 15% in order to turn marginal profits while upgrading their aging fleets. The problem, as he sees it, is that most carriers have been through big restructurings either in or outside of bankruptcy, leaving little room for further cost cuts in an industry with a costly infrastructure that includes equipment, terminal rentals and expensive labor.

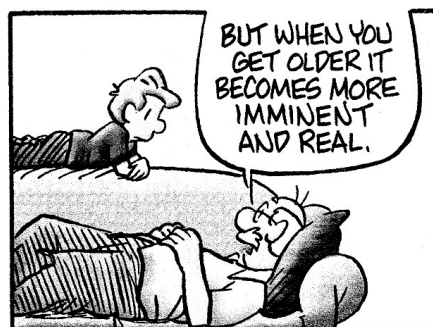
"Most carriers will cut capacity further, which will reduce some costs, but there are so many fixed costs to cover," he says. Meanwhile, price competition keeps the revenue side challenged.

Herbst does expect most major carriers, including Delta, JetBlue and Air Tran, to squeak out operating profits in 2009. But the razor thin margins offer little cushion against any one-time costs that might pop up. The bulk of the operating losses figure to come from United, American and U.S. Airways, which he predicts finish 2009 a combined \$1.7 billion in the red on an operating basis. AMR Corp., American's parent, just privately placed \$276 million in debt to finance equipment, on which it will pay 13% interest.

The biggest problems, though, are at U.S. Airways and United, both of which could easily land in bankruptcy in less than a year, both Herbst and Masters believe. Low market caps and a lack of unencumbered assets to borrow against makes raising cash a problem, Herbst notes.

"At least United has strength in its Asia-Pacific routes," he says. "U.S. Airways just has little to offer that you can't find elsewhere." Sounds like a reason to have at least one fewer airline.

Pickles Brian Crane



NORTHROP YB-49 FLYING WING

Above and Beyond: Too Much, Too Soon: Air & Space Magazine, July 01, 2009

By General Robert L. Cardenas, U.S. Air Force (Ret.) as told to James P. Busha

In 1941, when it appeared that Britain's battle against Germany might fail, the U.S. Army Air Forces called for a bomber that could fly 10,000 miles with a 10,000-pound payload. Northrop responded with the XB-35 Flying Wing; Consolidated offered the XB-36 Peacemaker.

In 1947, my boss, Colonel Albert "Bullet" Boyd, chief of the Army Air Forces Flight Test Division at Wright Field in Ohio, sent Glenn Edwards, Danny Forbes, and me-"los tres amigos" - to the barren California wasteland known as Muroc Army Air Field, along with civilian flight test engineer Richard Smith. We shared Danny as copilot. We had all the fun of flying, and Dick Smith had all the work of reducing our collected data into readable form.

The YB-49 demonstrated that putting jet engines on an airframe designed for piston engines made the aircraft faster but not better. (NASM (SI Neg. #93-11863~A)) I was supposed to have flown the propeller-driven version of the Flying Wing, the XB-35. But I had told Colonel Boyd that any engineer who put a propeller on the trailing edge of a wing did not deserve his diploma. The air flowing over the top of the wing has a different temperature, velocity, and dynamic pressure than the air flowing under it, so those little propeller blades had to cut through two different air masses in microseconds, and the difference caused flutter. The Army Air Forces decided the XB-35 needed jet engines, so Northrop converted two -35s to YB-49 all-jet Flying Wings. No. 42-102367 was instrumented for stability and control; no. 42-



102368 was built for performance flight tests. In early 1948, my crew, copilot Danny and flight engineer William Cunningham, flew no. 368 from the Northrop factory in Hawthorne to Muroc to begin performance tests. Early tests consisted of finding the best speed for takeoff, climb, stall, opening the bomb bay doors, and landing. Each test had its own set of problems-some minor, some that almost killed me. On my first takeoff, the airplane accelerated too rapidly, causing the gear doors to blow off. I could either pull the Flying Wing up at a high angle of attack on takeoff or pull back on the power and wait the 90 seconds for the gear to retract. The problem was that the jet-powered Wing was designed around the propeller-driven XB-35, which operated at slower speeds. Northrop had simply swapped prop engines for jets, and of course the speed of the aircraft increased.

After leveling off, I would be rocked back and forth in my seat in unison with the sloshing of the fuel that was stored behind me in a big rubber bag, with no baffles, buried in the wing. I tried opening the bomb bay doors-they were sucked right off.

Concerned about the upcoming stall tests, I consulted Paul Bikle, chief of the Flight Test Division's performance engineering branch, who told me I would not get a clean stall with the YB-49-I'd get a wingtip stall. He said that unlike the airflow over a standard wing, air over the Flying Wing would be pushed sideways, or span-wise, and as the flow increased toward the tip, lift at the wingtip would rapidly decrease, causing the wing to pitch up. The split flaps were on the wingtips with the rudders, and he advised me that I might get a full wing stall if I were to trim the entire split flaps either up or down, rather than use the yoke. Along with getting the Flying Wing to stall, I also got the ride of my life. I leveled the YB-49 at 20,000 feet, pulled back on the throttles, and waited for it to stop flying. Because most of the shudder you get in a stall comes from

the tail, not the wing, I knew I wouldn't get a big shudder. Sure enough, when the tailless airplane quit flying, instead of the normal shudder just before the nose drops, I experienced a violent pitch forward into a negative-G tumble, which pulled my rear end out of the seat. In a microsecond, I realized that I had no aerodynamic flow over any control surface that would allow me to recover. It was as if you took a nice, crisp, clean dollar bill out and let it go; it would go spinning around its center. The engineers later called it a lateral roll and said I had encountered inertial coupling. Fortunately, the throttles were mounted up above my head, not down on the console where they normally are. There were two handles, one for the four left engines and one for the four right, just an arm's length away. I was able to grab the left throttle and apply full power, which caused the aircraft to cartwheel. I was thrown into an inverted spin-one thing I knew how to get out of. I recovered at about 800 feet. After I landed, I wrote a brief report: "This aircraft is never to be intentionally stalled." Later that night, I went to Pancho's Happy Bottom Riding Club for a drink.

On June 5, 1948, Glenn Edwards and Danny Forbes were killed at Muroc while flying YB-49 no. 368. It hit the ground upside down, so flat it didn't have much of a sideways motion. The wing areas outboard of the engines were found 15 miles downstream. Colonel Boyd told me to finish the tests in the other airplane. In the fall of 1948, I flew no. 367 in a series of stability and control tests. The YB-49 was beautiful-it was just like flying a fighter. But it was not a bomber, and it had many deficiencies: The biggest problem was that it was way ahead of its time, well before the advent of computers. The sensory and response capabilities of a human were too slow to keep up with the Flying Wing's ever-changing dynamics. I've been accused of saying the YB-49 was unstable, but what I actually said was that it was marginally stable about all three axes and could go unstable at aft-center-of-gravity loadings. That's why I would not sign off on the airplane. The YB-49 would have to wait for technology to catch up.

In November 1948, I briefed Air Force generals about my concerns. In the audience was Jack Northrop. After I spoke, he stood and said, "I have the highest regard for Major Cardenas and his abilities as a test pilot. Obviously I have not been kept informed. He looked at the people he brought with him. "It looks like Northrop has a lot of work to do," he said. An engineer in the audience said, "You have an impossible task," to which Mr. Northrop replied, "General, I'm surprised you have people in your employ who think the impossible really is impossible." That sort of broke up the hearing. On February 9, 1949, I was ordered to fly the YB-49 to Andrews Air Force Base, near Washington, D.C., for President Harry Truman's air power demonstration. We flew nonstop to Andrews in four hours and 20 minutes, setting a transcontinental speed record. President Truman inspected the Flying Wing and even climbed up in the cockpit. While I was showing him the interior, he turned to me and said, "Looks pretty good to me, son. I think I'm going to buy some." I bit my tongue and just smiled. The president asked the chief of the Air Force, "Why don't you have this young whippersnapper fly this down Pennsylvania Avenue at treetop level? I want the people to see what I'm going to buy." I knew my boss was never going to order me to fly a huge experimental aircraft at treetop level over the heart of the nation's capital. Well, he did.

As I dodged radio towers, I lost track of Pennsylvania Avenue along the way. I never realized how heavily forested Washington was. All the trees made it very hard to see straight ahead as I roared low over the city. Toward the end of my flight I thought I was in the clear-until the big white dome of the Capitol filled my canopy. I abruptly pulled up to avoid smashing into it.

General Boyd sent Major Russ Schlee out to spot-check some of the flight data that Glenn and I had collected. After Russ made three flights in the Wing, he confirmed our data points and concurred with our thoughts on the YB-49. On a later flight attempt, the nose gear collapsed out on a Muroc lakebed, destroying the last of the test aircraft and almost killing Russ. That ended the program.

Robert Cardenas was the 18 TFW (F-105s) Commander at Kadena AB in 1965, and retired from the U.S. Air Force after 34 years of service.

Jim Busha is a police detective lieutenant by day and an aviation writer by night. Jim takes frequent breaks in his 1943 Aeronca L-3.

ELECTRONICALLY CHALLENGED SENIORS

To the brilliant, person who wrote this; thank you.....please kids/grandkids; try to cut us some slack.

Things are spiraling out of control. I think I have become lost in a world of electronic madness.

One of my sons informed me this week that my cell phone has become obsolete and I must head down to the Cell Phone store and get a phone that is contemporary with the time. I pointed out that the fancy Razor/Slim line phone with camera built in that he made me trade my perfectly good flip-top Motorola cell phone for two years ago still works perfectly fine. Well, except for the camera thing. Never could figure that out.. Even the few times I actually did take pictures I couldn't figure what to do with them and gave up. That is except when I would push the wrong button and take a video of the ceiling or my feet.

Seems the issue is that I am unable to text with the tiny little 3 character buttons. "Hi, son," would come out looking like, "Gh Qmo." My grandkids have even spoken to my wife about Poppa's crazy text messages. Give me a break. Whatever happened to actually talking on a phone? Isn't that what they were invented for?

They want me to get one of those phones that you can turn upside down and sideways and has a typewriter keyboard with keys about one-eighth the size of my pinky finger.

One of my four sons is a realtor whose real occupation is fly fishing. "Way to go, son." Or in my text language, "Xbz um Io, rmo." We were floating the Yakima River in his guide quality drift boat south of Ellensburg, Washington. We were miles from anything remotely resembling civilization. Rock canyon walls were on either side of us. Bear with me as I try to explain this strange thing. His "Blackberry" rang. It was blue and I asked him why it wasn't called a Blueberry. He shook his head with that "dealing with an elder" despair look I get a lot these days. It was another realtor who called to say that the sellers he represented had agreed to my son's client's changes and he had the signed documents in hand. My son told him to FAX the papers to his office and he would get them signed and Faxed back, to close the deal that morning. A minute later the phone rang and he hit a few buttons and looked over the FAX, now on the Yakima River with us. He then called his clients and told them he was Faxing the papers to them to sign and asked them to FAX them back to his office. While he was waiting, he hooked into a fat rainbow and was just releasing this 22 inch beauty as his phone rang again with the signed FAX from his clients. He called the other realtor and told him he was sending the signed papers back by FAX. The deal was closed. He smiled and just said, "You are a little behind the times, Dad." I guess I am.

I thought about the sixty million dollar a year business I ran with 1800 employees, all without a Blackberry that played music, took videos, pictures and communicated with Facebook and Twitter.

I signed up under duress for Twitter and Facebook, so my seven kids, their spouse, 13 grandkids and 2 great grandkids could communicate with me in the modern way. I figured I could handle something as simple as Twitter with only 140 characters of space. That was before one of my grandkids hooked me up for Tweeter, Tweetree, Twhirl, Twitterfon, Tweetie and Twittererific Tweetdeck, Twitpix and something that sends every message to my cell phone and every other program within the texting world. My phone was beeping every three minutes with the details of everything except the bowel movements of the entire next generation. I am not ready to live like this. I keep my cell phone in the garage in my golf bag.

The kids bought me a GPS for my last birthday because they say I get lost every now and then going over to the grocery store or library. I keep that in a box under my tool bench with the Blue tooth [it's red] phone I am supposed to use when I drive. I wore it once and was standing in line at Barnes and Nobles talking to my wife as everyone in the nearest 50 yards was glaring at me. Seems I have to take my hearing aid out to use it and got a little loud.

I mean the GPS looked pretty smart on my dash board, but the lady inside was the most annoying, rudest person I had run into in a long time. Every 10 minutes, she would sarcastically say, "Re-calc-ul-ating" You would think that she could be nicer. It was like she could barely tolerate me. She would let go with a deep sigh and then tell me to make a U-turn at the next light. Then when I would make a right turn instead, it was not good. When I get really lost now, I call my wife and tell her the name of the cross streets and while she is starting to develop the same tone as Gypsy, the GSP lady, at least she loves me.

To be perfectly frank, I am still trying to learn how to use the cordless phones in our house. We have had them for 4 years, but I still haven't figured out how I can lose three phones all at once and have run around digging under chair cushions and checking bathrooms and the dirty laundry baskets when the phone rings. The world is just getting too complex for me. They even mess me up every time I go to the grocery store. You would think they could settle on something themselves but this sudden "Paper or Plastic?" every time I check out just knocks me for a loop. I bought some of those cloth re-usable bags to avoid looking confused but never remember to take them in with me. Now I toss it back to them. When they ask me, "Paper or Plastic?" I just say, "Doesn't matter to me. I am bi-sacksual." Their turn to stare. They stare at me with a blank look.

WHEN LIFE SEEMS TO BE TOO MUCH

When things in your life seem almost too much to handle, when 24 hours in a day are not enough, remember the mayonnaise jar and the 2 beers.

A professor stood before his philosophy class and had some items in front of him.

When the class began, he wordlessly picked up a very large and empty mayonnaise jar and proceeded to fill it with golf balls. He then asked the students if the jar was full. They agreed that it was.

The professor then picked up a box of pebbles and poured them into the jar. He shook the jar lightly. The pebbles rolled into the open areas between the golf balls. He then asked the students again if the jar was full. They agreed it was.

The professor next picked up a box of sand and poured it into the jar. Of course, the sand filled up everything else. He asked once more if the jar was full. The students responded with a unanimous "yes."

The professor then produced two beers from under the table and poured the entire contents into the jar effectively filling the empty space between the sand. The students laughed.

'Now,' said the professor as the laughter subsided, 'I want you to recognize that this jar represents your life. The golf balls are the important things---your family, your children, your health, your friends and your favorite passions---and if everything else was lost and only they remained, your life would still be full.

The pebbles are the other things that matter like your job, your house and your car.

The sand is everything else---the small stuff. "If you put the sand into the jar first," he continued, "there is no room for the pebbles or the golf balls. The same goes for life. If you spend all your time and energy on the small stuff you will never have room for the things that are important to you.

Pay attention to the things that are critical to your happiness. Spend time with your children. Spend time with your parents. Visit with grandparents. Take time to get medical checkups. Take your spouse out to dinner. Play another 18. There will always be time to clean the house and fix the disposal. Take care of the golf balls first---the things that really matter. Set your priorities. The rest is just sand. One of the students raised her hand and inquired what the beers represented. The professor smiled and said, 'I'm glad you asked.'

The beers just shows you that no matter how full your life may seem, there's always room for a couple of Beers with a friend.

LIFE ISN'T ABOUT WAITING FOR THE STORM TO PASS.....IT'S LEARNING HOW TO DANCE IN THE RAIN!

Wit and Wisdom from Military Manuals, etc.

"A slipping gear could let your M203 grenade launcher fire when you least expect it. That would make you quite unpopular in what's left of your unit." - *Army's magazine of preventive maintenance.*

"Aim towards the Enemy" - Instructions *printed on U.S. Rocket Launcher*

Federal Advisory Panel Acts to Reduce Painful Disease and Complications

By Daniel J. DeNoon

WebMD Medical News

Reviewed by Louise Chang, MD

The CDC's vaccine advisory panel voted to make shingles vaccination routine for all Americans 60 and older. Shingles is a painful disease caused by reactivation of dormant varicella zoster virus, or VZV. Best known as the virus that causes chickenpox, VZV is a herpes virus that can come back with a vengeance when a person's immunity wanes with age, disease, or immunity-suppressing drugs.

Without vaccination, about 20% of people who have had chickenpox eventually will get shingles. A person who lives to be 85 has a 50% chance of getting shingles. Shingles is a bad enough disease to be a good reason to get vaccinated. But in about a third of cases, shingles turns into an excruciatingly painful disease called postherpetic neuralgia, or PHN. A smaller percentage will get a painful, blinding disease called ophthalmic zoster.

The new vaccine, Merck's Zostavax, won FDA approval last May. Now the main U.S. vaccine advisory panel -- the Advisory Committee on Immunization Practices (ACIP) -- officially recommends routine use of the vaccine for everyone 60 and older. The committee voted not to make shingles vaccination routine for people under 60, citing a lack of clinical data on vaccination in that age group. Similarly, the panel said there was too little data for it to recommend that doctors offer the vaccine for people about to undergo immunity-suppressing treatments.

Good Vaccine, Terrible Disease

A major clinical trial shows the vaccine is more than 60% effective in reducing shingles symptoms. Perhaps most importantly, it reduces painful PHN by at least two-thirds.

"Reducing PHN is the motivation for most of us working on this clinical trial," Michael N. Oxman, MD, of the University of California, San Diego, said in a presentation to the ACIP. "For people with severe PHN, their lives are blighted and the lives of their families are blighted."

PHN pain can last for years. Sudden, lancing pain can quite literally bring patients to their knees. Each year, there are more suicides due to PHN pain than due to **cancer cancer** pain.

And PHN isn't the only bad complication of shingles. Some 15% of shingles patients get ophthalmic zoster -- shingles that affects one or both eyes.

In a public comment, Herbert Kauffman, MD, former chairman of ophthalmology at Louisiana State University, offered the ACIP a graphic description: "This is not going blind in peace and quiet," Kauffman told the ACIP. "This is an all-consuming pain patients live with every moment of every day for years."

TWENTY-FOUR THINGS SOON TO BE EXTINCT IN AMERICA

24. Yellow Pages This year will be pivotal for the global Yellow Pages industry. Much like newspapers, print Yellow Pages will continue to bleed dollars to their various digital counterparts, from Internet Yellow Pages (IYPs), to local search engines and combination search/listing services like Reach Local and Yodel. Factors like an acceleration of the print 'fade rate' and the looming recession will contribute to the onslaught. One research firm predicts the falloff in usage of newspapers and print Yellow Pages could even reach 10% this year -- much higher than the 2%-3% fade rate seen in past years.

23. Classified Ads The Internet has made so many things obsolete that newspaper classified ads might sound like just another trivial item on a long list. But this is one of those harbingers of the future that could signal the end of civilization as we know it. The argument is that if newspaper classifieds are replaced by free online listings at sites like Craigslist.org and Google Base, then newspapers are not far behind them..

22. Movie Rental Stores While Netflix is looking up at the moment, Blockbuster keeps closing store locations by the hundreds. It still has about 6,000 left across the world, but those keep dwindling and the stock is down considerably in 2008, especially since the company gave up a quest of Circuit City. Movie Gallery,

which owned the Hollywood Video brand, closed up shop earlier this year. Countless small video chains and mom-and-pop stores have given up the ghost already.

21. Dial-up Internet Access Dial-up connections have fallen from 40% in 2001 to 10% in 2008. The combination of an infrastructure to accommodate affordable high speed Internet connections and the disappearing home phone have all but pounded the final nail in the coffin of dial-up Internet access.

20. Phone Land lines According to a survey from the National Center for Health Statistics, at the end of 2007, nearly one in six homes was cell-only and, of those homes that had landlines, one in eight only received calls on their cells..

19. Chesapeake Bay Blue Crabs Maryland's icon, the blue crab, has been fading away in Chesapeake Bay. Last year Maryland saw the lowest harvest (22 million pounds) since 1945. Just four decades ago the bay produced 96 million pounds. The population is down 70% since 1990, when they first did a formal count. There are only about 120 million crabs in the bay and they think they need 200 million for a sustainable population. Over-fishing, pollution, invasive species and global warming get the blame.

18. VCRs For the better part of three decades, the VCR was a best-seller and staple in every American household until being completely decimated by the DVD, and now the Digital Video Recorder (DVR). In fact, the only remnants of the VHS age at your local Wal-Mart or Radio Shack are blank VHS tapes these days. Pre-recorded VHS tapes are largely gone and VHS decks are practically nowhere to be found. They served us so well.

17. Ash Trees In the late 1990s, a pretty, iridescent green species of beetle, now known as the emerald ash borer, hitched a ride to North America with ash wood products imported from eastern Asia ... In less than a decade, its larvae have killed millions of trees in the Midwest, and continue to spread. They've killed more than 30 million ash trees in southeastern Michigan alone, with tens of millions more lost in Ohio and Indiana. More than 7.5 billion ash trees are currently at risk.

16. Ham Radio Amateur radio operators enjoy personal (and often worldwide) wireless communications with each other and are able to support their communities with emergency and disaster communications if necessary, while increasing their personal knowledge of electronics and radio theory. However, proliferation of the Internet and its popularity among youth has caused the decline of amateur radio.. In the past five years alone, the number of people holding active ham radio licenses has dropped by 50,000, even though Morse Code is no longer a requirement.

15. The Swimming Hole Thanks to our litigious society, swimming holes are becoming a thing of the past '20/20' reports that swimming hole owners, like Robert Every in High Falls, NY, are shutting them down out of worry that if someone gets hurt they'll sue And that's exactly what happened in Seattle. The city of Bellingham was sued by Katie Hofstetter who was paralyzed in a fall at a popular swimming hole in Whatcom Falls Park. As injuries occur and lawsuits follow, expect more swimming holes to post 'Keep out!' signs.

14. Answering Machines The increasing disappearance of answering machines is directly tied to No 20 our list -- the decline of landlines. According to USA Today, the number of homes that only use cell phones jumped 159% between 2004 and 2007. It has been particularly bad in New York; since 2000, landline usage has dropped 55%. It's logical that as cell phones rise, many of them replacing traditional landlines, that there will be fewer answering machines.

13. Cameras That Use Film It doesn't require a statistician to prove the rapid disappearance of the film camera in America. Just look to companies like Nikon, the professional's choice for quality camera equipment. In 2006, it announced that it would stop making film cameras, pointing to the shrinking market -- only 3% of its sales in 2005, compared to 75% of sales from digital cameras and equipment.

12. Incandescent Bulbs Before a few years ago, the standard 60-watt (or, yikes, 100-watt) bulb was the mainstay of every U.S. home. With the green movement and all-things-sustainable-energy crowd, the Compact Fluorescent Light bulb (CFL) is largely replacing the older, Edison-era incandescent bulb. The EPA reports that 2007 sales for Energy Star CFLs nearly doubled from 2006, and these sales accounted for approximately 20 percent of the U.S. light bulb market. And according to USA Today, a new energy bill plans to phase out

incandescent bulbs in the next four to 12 years.

11. Stand-Alone Bowling Alleys Bowling Balls. US claims there are still 60 million Americans who bowl at least once a year, but many are not bowling in stand-alone bowling alleys. Today most new bowling alleys are part of facilities for all types of recreation including laser tag, go-karts, bumper cars, video game arcades, climbing walls and glow miniature golf. Bowling lanes also have been added to many non-traditional venues such as adult communities, hotels and resorts, and gambling casinos.

10. The Milkman According to the U.S. Department of Agriculture, in 1950, over half of the milk delivered was to the home in quart bottles, by 1963, it was about a third and by 2001, it represented only 0.4% percent. Nowadays most milk is sold through supermarkets in gallon jugs. The steady decline in home-delivered milk is blamed, of course, on the rise of the supermarket, better home refrigeration and longer-lasting milk. Although some milkmen still make the rounds in pockets of the U.S., they are certainly a dying breed.

9. Hand-Written Letters In 2006, the Radicati Group estimated that, worldwide, 183 billion e-mails were sent each day. Two million each second. By November of 2007, an estimated 3.3 billion Earthlings owned cell phones, and 80% of the world's population had access to cell phone coverage. In 2004, half-a-trillion text messages were sent, and the number has no doubt increased exponentially since then. So where amongst this gorge of gabble is there room for the elegant, polite hand-written letter?

8. Wild Horses It is estimated that 100 years ago, as many as two million horses were roaming free within the United States. In 2001, National Geographic News estimated that the wild horse population had decreased to about 50,000 head. Currently, the National Wild Horse and Burro Advisory board states that there are 32,000 free roaming horses in Ten Western States, with half of them residing in Nevada. The Bureau of Land Management is seeking to reduce the total number of free range horses to 27,000, possibly by selective euthanasia.

7. Personal Checks According to an American Bankers Assoc. report, a net 23% of consumers plan to decrease their use of checks over the next two years; while a net 14% plan to increase their use of PIN debit. Bill payment remains the last stronghold of paper-based payments -- for the time being. Checks continue to be the most commonly used bill payment method, with 71% of consumers paying at least one recurring bill per month by writing a check. However, on a bill-by-bill basis, checks account for only 49% of consumers' recurring bill payments (down from 72% in 2001 and 60% in 2003).

6. Drive-in Theaters During the peak in 1958, there were more than 4,000 drive-in theaters in this country, but in 2007 only 405 drive-ins were still operating. Exactly zero new drive-ins have been built since 2005. Only one reopened in 2005 and five reopened in 2006, so there isn't much of a movement toward reviving the closed ones.

5. Mumps & Measles Despite what's been in the news lately, the measles and mumps actually, truly are disappearing from the United States. In 1964, 212,000 cases of mumps were reported in the U.S. By 1983, this figure had dropped to 3,000, thanks to a vigorous vaccination program. Prior to the introduction of the measles vaccine, approximately half a million cases of measles were reported in the U.S. annually, resulting in 450 deaths. In 2005, only 66 cases were recorded.

4. Honey Bees Perhaps nothing on our list of disappearing America is so dire; plummeting so enormously; and so necessary to the survival of our food supply as the honey bee. Very scary. 'Colony Collapse Disorder,' or CCD, has spread throughout the U.S. and Europe over the past few years, wiping out 50% to 90% of the colonies of many beekeepers -- and along with it, their livelihood.

3. News Magazines and TV News While the TV evening newscasts haven't gone anywhere over the last several decades, their audiences have. In 1984, in a story about the diminishing returns of the evening news, the New York Times reported that all three network evening-news programs combined had only 40.9 million viewers. Fast forward to 2008, and what they have today is half that.

2. Analog TV According to the Consumer Electronics Association, 85% of homes in the U.S. get their television programming through cable or satellite providers. For the remaining 15% -- or 13 million individuals -- who are using rabbit ears or a large outdoor antenna to get their local stations, change is in the air. If you are

one of these people you'll need to get a new TV or a converter box in order to get the new stations which will only be broadcast in digital.

1. The Family Farm Since the 1930s, the number of family farms has been declining rapidly. According to the USDA, 5.3 million farms dotted the nation in 1950, but this number had declined to 2.1 million by the 2003 farm census (data from the 2007 census hasn't yet been published).

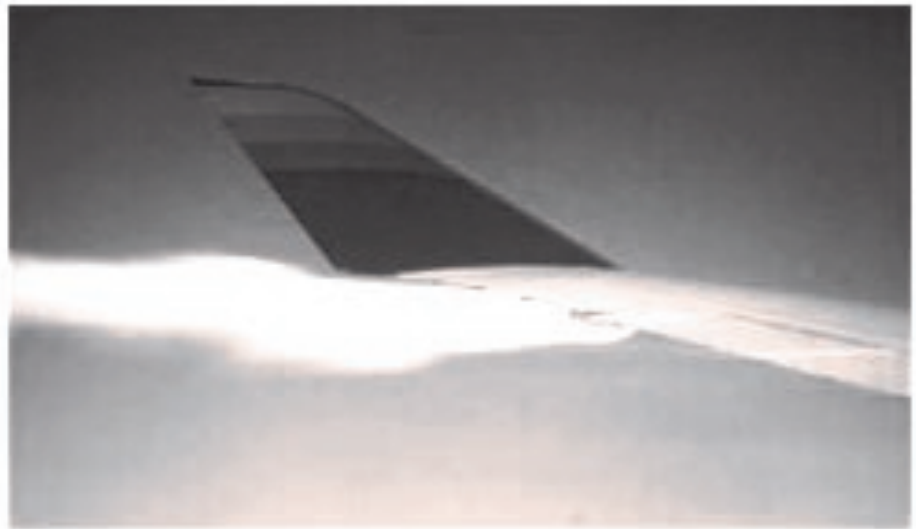
Both interesting and saddening, isn't it?

SAVING LIVES AT 35,000 FEET

by Tech. Sgt. Rey Ramon 18th Wing Public Affairs

5/13/2009 - KADENA AIR BASE, Japan -- Most of us hear stories of Airmen saving lives in combat, but an Airman who saves the lives of more than 300 passengers is definitely a story worth hearing.

A fuel leak on a civilian aircraft caught the attention of Staff Sgt. Bartek Bachleda, 909th Air Refueling Squadron boom operator, during a Chicago flight to Narita airport, Japan. After alerting the pilots and air crew, the ranking pilot made the decision to divert the flight to San Francisco.



"I noticed the leak on the left side of the aircraft right behind the wing earlier during take-off," said Sergeant Bachleda.

Sergeant Bachleda continued analyzing the outflow of fuel to be 100 percent sure it was a leak while the plane was reaching cruising altitude. Almost an hour into the flight, he told a stewardess of the possible leak, but was given an unconcerned response.

Sergeant Bachleda then began to capture the possible leak on video. He then got the stewardess' attention by saying, "Ma'am it's an emergency." He identified himself to her and showed her the leak on video.

"She was completely serious and was no longer handing out drinks," he said. "I told her you need to inform your captain before we go oceanic."

The captain came from the cockpit to where Sergeant Bachleda was sitting to see the leak and view the video footage. Sergeant Bachleda said the captain and the crew were trying to figure out how the aircraft was losing 6,000 pounds of fuel an hour and then they knew exactly what was going on.

The captain made a mid-air announcement the flight would be diverted back to Chicago, but then changed it to San Francisco so passengers could catch the only existing flight to Narita airport.

Once the flight arrived in San Francisco, Sergeant Bachleda and a coworker were asked to stay back while the aircraft was deplaned. They waited for the arrival of investigators, the fire chief, and the owner of the airport to explain what went wrong.

"When we got off the airplane everyone was thanking us," said the sergeant.

While conversing with the captain, the sergeant said he was hesitant at first to inform them about the leak, but he knew it was abnormal. The captain said they would have never made it to Japan if it wasn't for him.

The two Airmen were placed in a hotel overnight and flew back to Japan the next morning. The airline company showed their appreciation by seating them first-class.

LETTERS

ALLAN ANDERSON—Stanardsville, VA
Hi Leon, It is a long time since I have seen you and even longer since we flew together.

I want to thank you for taking over as Sec/Treas. I know that this is not the way you intended to spend your retirement time. I know that it seems as though no one cares except the usual suspects, Cleve, Bruce, Sam, and all of the folding and stuffing crowd, but we all thank you in our own way.

Me, if I lived in CA, I would vote for you as the Supreme Governor General Admiral for the Commonwealth (that is a little VA thing) of VINEBURG. You probably already are. You deserve it. Take care, *Allan*

DENNY B. BERG - San Diego, CA
Enclosed is my renewal for my 11th year. THANK YOU.

No changes finishing up my 10th year. No meds and health still good.

I think the 9 months in Mexico with the very little driving, lots of time in the water, clean air and a stress free environment really helped. This coming fall, 3 of us will have a fishing boat which will be used for surf, dive, and of course, fishing trips.

Three months in SAN--July, August, and September is just right, broken up with some travel.

All the best to all and know the Keg always has a cold one, in Todas Santos, Baja California, Mexico.
Denny

TOM BETTIS—St. Charles, MO
MDW/ORD 1945/1975 1918/2009
And now: The vaunted information generation with it's plethora of machines, electronics, space-age technology, knowledge, and cell-phone elbow all traveling at warp speed has finally collapsed.

But wait:

More more faster faster deeper deeper stay tuned.

RICHARD C. BILLET—Parry, MO
Good morning Editor, We celebrated my older brother Dick's seventy-ninth birthday last Friday at the Paris, Missouri Manor nursing home. He did

not renew his subscription to the *RUPANEWS* because the increasing effects of Parkinson's Disease keep him from reading. He earned his pilot's license from the Hink Brothers Flying Service at Wold-Chamberlain Field in Minneapolis, where he worked part-time and earned his pilots license at the age of sixteen. He flew occasionally as first officer in their charter Twin Beechcraft. After his Korean War military service they arranged for him to attend Purdue Aeronautical in aviation studies. He flew their DC-3 as first officer. They placed him with Capitol Airlines where he flew Viscounts and maybe DC-6s. He joined the Minneapolis Naval Air reserve squadron and flew the Navy version of the DC-4 as first officer. He joined United in the Capitol merger and flew Viscounts, DC-6s, and eventually 727s as captain. Woody Epilsimer helped Dick adjust his finances until he went from paying more taxes than I earned to paying less taxes than I did.

I enjoy your magazine and over the past years started reading the flying stores and jokes and recently have been re-reading everything in his copies except the bankruptcy coverage. Hope the mechanical engineer that was CEO a couple of decades ago was a good guy. Think his photograph and a thumbnail biography appeared in one of the engineering magazines a couple of times. Sincerely,
Bill Billett

P.S. My best example of when it was great to fly was when my flight arrived late one night from the east coast to O'Hare. My departure to MSP was on a different concourse so I ran from the end where I arrived a long long way to the desired location. There were very few people in the terminal except for a little old lady going through the entrance to my concourse. She asked where I was going, same place as me, and hoped they could wait for her. The 727 had already been pushed back and the attendant was locking the boarding door. He called the pilot who agreed to wait. When the lady arrived we were led out to the aircraft and boarded via the tail stairway. Thank you again United.

GEORGE BLEYLE - Hudson, OH
Hi Cleve/Bruce; Just a short "sitrep" of the past year - the seventh of my retirement:

This past winter, I upgraded my USCG Masters license from 50 to 100 tons and added Great Lakes to

Inland Waters as approved operating areas.

I qualified for and received my license as a diesel locomotive railroad engineer on the Cuyahoga Valley Scenic Railroad (www.cvsr.com). The CVSR operates from the depot at Old Rockside Rd, just south of Cleveland, to Akron and Canton on 50 miles of track with a collection of old ALCO engines built between 1958 and 1965 that includes an RS-3, an RS-18, a C420, a C424 and several FPA-4s. If you think the old "round dial" airplanes are ancient, you should see these engines!! We use "power braking," (no dynamics) and 110 lbs brake pipe air with no gradual release. Stopping a 750 ton train where the conductor wants it is a fine art!!!! In-house engineer training lasted 14 months; it made a four hour sim-check look elementary!!!

I'm also a part-time mate (\$7/hr!!) on the cruise/tourist vessel the *Goodtime I*, which used to be in Cleveland but has been in Sandusky for the past 15 years. She's 117 ft long and displaces 87 tons. I've got some "wheel" time, but mostly handle the lines and do house-keeping work. The vessel makes one round trip per day from Sandusky to Kelleys Isl (1+30 layover) to Put-in-Bay (3+30 layover), then returns to Sandusky. It's very routine voyage, subject, of course, to the unpredictable Lake Erie weather. We returned from PIB one day last summer with 10ft waves. The bow goes under at 9 feet, so we had blue/green water over the pilot house - reminded me of "continuous moderate turbulence!"

On the home front, St. Jane, the Tolerant (my apologies to Captain/Conductor McMakin for the use of one of his euphemisms!), has become heavily involved in a local dog/cat animal rescue group that closely cooperates with the Summit County animal pound to save critters there that are nearing euthanasia. At one point this winter we had our own two dogs (previously rescued/adopted), and were fostering three more dogs and a year old kitten that had just had a litter of four!!!

My son, Mike, now 41, lives in northern Virginia (15 miles NW of IAD) with his wife Carol on a seven acre farm with two horses; my eldest daughter, Alison, married a local Cleveland guy, lives right next door and has three boys 8, 6 and 2. Jill, my elder Korean, is in Stow, 5 miles south, with an 11 year old daughter and a son 3. Sarah, my younger Korean, lives in DC where she is the day manager and the "events designer" for private par-

ties at a posh restaurant in the Adams Morgan section of town.

As for me, I feel fine - no (known) health problems - although my memory's the second shortest thing I have!! I bought a new Mainship 34 trawler in 2005 and have put 850 hours on it in only 3-1/2 summers. I run out to Kelleys Island and Put-in-Bay all the time. It's 18 miles from my dock; I run 8 knots. And I've discovered that no matter how slow I go, the beer at P-I-B is always cold when I get there!!

If you're ever in the Cleveland/Sandusky/Lake Erie area and want a boat ride (summer) or train/engine ride (year 'round), please don't hesitate to call. C: 330-414-3047.

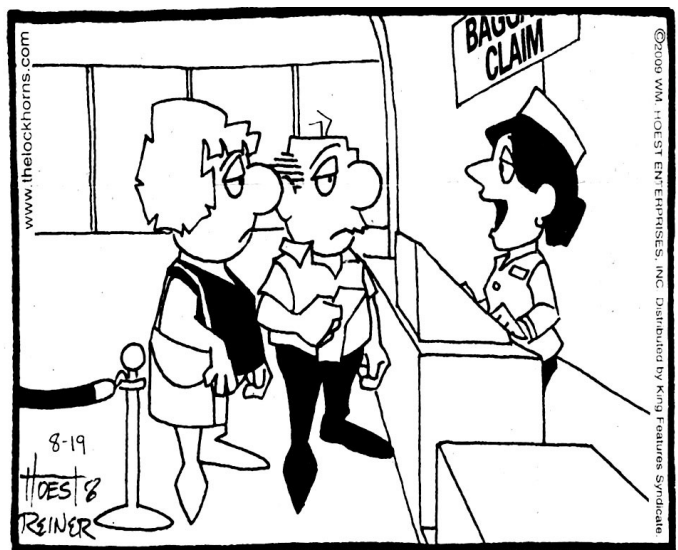
My sincere thanks to the entire RUPA staff who do a thoroughly professional job putting together the *RUPANEWS*. I read every issue cover-to-cover each month and it never fails to bring back wonderful memories of all the good times gone by at the old UAL. I never had any regrets - even with the unforeseen 7-1/2 year furlough. There were times, though, when the cube root of my seniority number wouldn't have got me to Captain :-)) :-)) :-))

Cheers to all, *George*

UAL 1970-2002 EWR-CLE-ORD

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



"I'M AFRAID YOUR LUGGAGE COULD BE ANYWHERE... EXCEPT HERE, OF COURSE."

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! God Bless!! **Bob**

CHARLES L COREY – Evergreen, CO

Cleve and Bruce, That time of year again. Turn eighty on the thirteenth of August.

I'm recovering from double hernia surgery. It's the first time under the knife since the late forties, if you don't count skin cancer operations.

I consider myself very fortunate, having been retired twenty years and still in good health.

Since we no longer have folders and stuffers I'll just say thanks to all of the officers of RUPA.

Check's in the mail to Leon. Regards, **Chuck**,
DEN, ORD, SFO and LAX

BARRY K. DAVIDSON - Lincolnshire, IL
Starting a new decade this month - used to think 70 was getting pretty old! How times and thoughts change. (*You are still a "kid" to some of us! EdJ*)

Health still pretty good for both Carol and myself - actually better than our dog who just had double knee surgery due to torn ACL's.

Travel has been limited except to see the kids and grandchildren - the dog comes along - has over 30,000 miles on the road. Spending a fair bit of time volunteering between the church, hospital and the Museum of Science and Industry in Chicago. Time seems to fly by faster and faster and we seem to stay busy.

Many thanks to all those who keep the gears turning for us. The *RUPANEWS* is a great read cover to cover and much enjoyed. And a toast to all the former Folders and Stuffers for the years of effort.

Barry'66 - '99 EWR – ORD

WAYNE ERB—Lake Hopatcong, NJ

Greeting and salutations to all my old compatriots from my abode on the lake here in the Great State of New Jersey-the state that truly lives and acts like an ongoing saga from "The Sopranos"--sorry your native "Joiseyans". I am a native New Yorker.

Aug 12, 2009 marks three quarters of a century for me since my arrival in 1934 and over half of that time spent happily flying machines large and small lent to me by the US Military and UAL--you all know the old expression "There's a sucker born every day, and I found two of them!"

To all of you who shared those many great years of following my boyhood dreams I am forever in debt. Your constant good humor and unwavering dedication to our profession gave my life a joy and fulfillment far beyond my wildest expectations.

Now, I'll sign off this missive quoting the host of an old radio show (whose name I've somehow forgotten) "Thanks for the Memories" (Hope, Bob?)

Talley Ho and Godspeed. **Wayne**

ROBERT H. HAYGOONI – Tiburon, CA

Dear Cleve and Bruce, I was about to compose a letter to RUPA when I read Nick Hinch's letter in the July 2009 issue. Nick did his usual excellent job describing the life we lead as 777 captains for Air India. My personal view of the experience is very similar to his account. The job is a mixture of challenges, some bureaucratic frustrations, all mixed with the true joy of flying the 777 again. Just like Nick, I did corporate flying for a couple of years,

never imagining that my 777 days had NOT ended on July 12, 2006 with that final leg from HNL-SFO. My tenure with Air India began this past December. I am most fortunate to have become associated with a great group of pilots from all over the world. The Indian F/O's that I have flown with are young, highly motivated and extremely well prepared. They have been a joy to work with. My schedule is 3 weeks on the road and 1 week home.

Having the benefit of SKYPE allows Barbara and me to communicate at will and this helps a great deal while traveling.

To the best of my knowledge, Air India is the only airline to hire 777 pilots over the age of 60. ALPA and the FAA are quick to point out that "experience counts" then promptly turn their backs on these same people. Air India makes the concept a reality.

RUPANEWS is a great read and I thank the staff for their efforts to keep our group connected.

Sincerely, **Bob** (Frankfurt layover)

LISLE O. HICKS—Loon Lake, WA

Not much going on here this past year. We are all healthy and that is really something to be thankful for. I did have a hip replacement a few months ago. It all went well and I can walk normally again. This minimal invasive surgery that does not cut any muscle is the only way to go. Recovery is quite rapid. I have had two knee replacements and back surgery. I am running out of places to operate on.

We are getting ready to go to Sun Valley, Idaho for our annual family reunion. It should be fun. We are going to drive down through Montana and central Idaho so the scenery should be quite nice this time of year.

We have all witnessed the demise of our great company because of incompetent and greedy executives. May God bless you all. *Lisle*

RICK HOEFER—Mission Viejo

Hi guys, I can't remember where I left off on last years letter so I may be repeating some things. We flew to Frankfurt and stayed with friends before going by train to Austria. There we stayed with our AFS daughter's



widowed mother for a month. It was great for both of us because she was a bit lonely and we like each other a lot. While we were there our friend in Germany collapsed while playing tennis. His tennis partner saved his life, he was a cardiologist. How's that for luck. He's fine now. No permanent damage.

Got a new granddaughter in April, Pailyn, Steve (SFOFO) and May's second.

In June our young Austrian friend Simon showed up to work and study in Hollywood. He's a cellist and jazz bass player. Next came Kathrin from East Germany followed by Otmar, Simon's father.

Last week Marie and I flew from SNA to ORD to meet our AFS daughter Ursula and husband and 3 kids. They got the last 5 seats from FRA to ORD. We were 1 and 2 on the list of those who didn't get on on the first flight, SNA-ORD, but we got on the 2nd one. We had side by side suites for 2 nights at the Embassy Suites. Great. Went to the top of the Sears Tower on the last day that it had that name. Now, it's The Willis Tower (I think). They got a rental car and headed West. We stood by and at the last moment got 2 seats to SNA. Then the PA comes on and calls out "Hoefer" I got up but she said to wait a moment. They got the problem solved and she smiled and said sit down. Whew! Ursula just called and they are in Moab heading for the Grand Canyon. The 5 of them will arrive here in 4 or 5 days. In August our friends from Greenland will arrive. Leda, an Eskimo and her husband Ole, a Danish Greenlander. Leda is a cutie. She was runner-up for Miss Greenland a while ago. Now she works with the ambassador of Greenland in The Hague in the Netherlands.

We hope to go to Europe again in September but Marie is planning to accompany our son Mark to Costa Rica in November for a hip operation so we'll see. He had to give up his medical insurance some-time ago in order to keep his little cafe afloat.

The cost of the operation in the US is prohibitive. Marie and Mark are both fluent in Spanish and Mark eventually wants to live in Mar Bella on the Pacific coast. All the kids are struggling, in one way or another, but they are fine.

Oh yeah ! I was a "human resource" for a class in Protvino Russia last semester. It was super. The professor, Maria Chermnyhk, is the mother of one of our liaison kids' wife. I met her at their wedding

in Moscow. I now consider her one of my best friends. We talk through Skype every week. She has a bulletin board outside her class room that says, "Friendship Has No Borders". Many of our families pictures are on the board. The course was "100 questions about the USA." They would email me questions and I would reply and ask them about their life in Russia. The course is over but several of the kids still write me. I love it. Maria says that it was the most popular course in the school. Other teachers would stand in the back and marvel at the enthusiasm of the students. I send Economist magazines to Maria and she tells them that this is another side of the story. THINK ! I could go on forever about what I have learned from "foreign" kids and their families. Maria's father, Nicholai, is my age. She sat between us and interpreted for us the stories of our lives. Sooo different and yet so much the same. He speaks no English and I speak no Russian but we are friends.

This is getting too long. Sawadii krap.
Rick Hoefler LAXFO class of 90

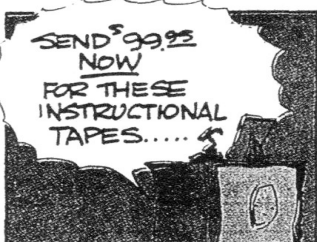
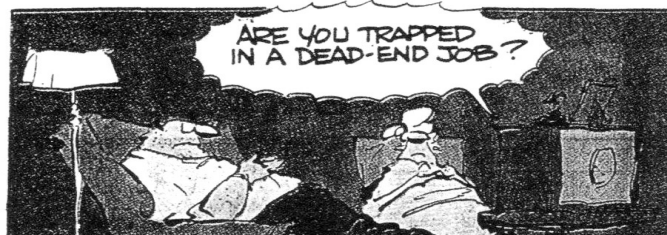
THOMAS J HURST -- Pinehurst, NC

Time for an update. Health is reasonable for an 83 year old.

Have given up on golf. Got too frustrating. Always thought the game was fun, when it no longer was I decided to leave it go.

Betty (62 years) and I are still trekking to Maui in January for six weeks. Don't know how much longer that will keep up. We just had a terrible time recently trying to get back and forth from Washington to Denver. Got to Denver after 5 flights left without us. Coming home traffic was so messed up

HERMAN by Jim Unger



I bought tickets on Southwest. They really do a job and put our old company to shame.

Tom IDL-EWR-JFK-ORD

EDGAR 'ED' MOORE—Sun City West AZ

I haven't written for awhile, but decided to let you know "the check is in the mail", and let a few others know that I am still here.

Nancy and I have had cataract procedures, and a retinal procedure for me, plus a few minor aches, but we are generally healthy, this being year 81 for me.

We have sold our summer home, our motor home, and my motorcycle, but have acquired a condo, about a mile from home, to set up for use of families, or friends, who might want to spend a week, or a month, out here this coming season.

After the motor home, I guess we have given up on travel, as I have been on a UAL aircraft one [1] day in 21 years of retirement.

The *RUPANEWS* is much enjoyed, and your work is much appreciated, so, please keep them coming! **Ed**

CHUCK MARGE MUHL—Fallbrook, CA

#75 and still in world of chemo/antibiotics.

Warning: Don't ever accept drip or pills of Levaquin as side effects do result in tendonitis. Achilles tendon ruptured completely as result of Levaquin. Now doing PT for repair of tendon and not looking forward to possible hip replacement and or back surgery a/c pain. Do look forward to greeting each day. Marge takes good care of me in spite of her sciatic nerve problem. Family are all in area for time being.

Wardroom etiquette has me not writing about subjects I prefer; sex, religion and politics. *Chuck*

RAY RANDALL—Federal Way, WA

Just a little late but just got back from a trip to the Olympic Peninsula. Temperature over there was 67 deg, while the temperature in SEA was 103 deg. Some difference.

Well, 87 this birthday, and still pretty healthy, and might make it to 90.

Thanks for all the helpers, without them this organization would probably fold. *Ray*

KENNETH R RICHARD--Littleton, CO

Hi Guys & Gals, 15 years since I left the active ranks. I'm still doing pretty well, health wise, for a seventy five year old, but I suffer from two five year old hips that hurt quite a bit.

My wife and I made it to Minneapolis at Christmas time last year to celebrate our first grandchild's wedding. It was a nice celebration, but the temperature didn't get above ten degrees for the four days that we were there. I came to the conclusion that young people fare much better in the cold than old folks do. Surprise, Surprise! I hadn't been that cold for a long time.

My brothers and I are going to the horse races in Keenland, Kentucky in October to replenish our dwindling retirement bank account. We shouldn't have to stay very long as long as our handicapping is good. We try to get together once a year at some racetrack for a week to enjoy each other and reminisce about our "growing up" years.

Thanks to you guys who keep the "RUPANEWS" going. *Ken*

ROBERT E SCHNEIDER – Miamiville, OH
Cleve & Bruce, Proud to say I put the check in the mail a month early! I am now (I think), the only UAL retiree living in the Cincinnati area since Dave Garten (ORDFO 1967-1995) moved to Montana.

Living in one of the larger domiciles of Delta-NWA means I continually hear sad stories from retirees and current Delta pilots re the treatment they are receiving from their employer. The "Delta family" is more dysfunctional than ever!

I'm about to turn 72 and staying pretty healthy. For-

tunately, I qualified for retired military health care, so that carried me to 65 and Medicare since then.

If any of my old UAL buddies would like to drop me a note, my e-mail is:
poohbearsleepy@yahoo.com.

Bob ORDFO 1968-1999

DAVE SICA—Westlake Village, CA

Hi all, Felt compelled to write after reading of Jamie Lindsay's struggle/victory over stage IV lymphoma. Those of us who walked the picket lines in 1985 will always remember his contribution to our strike efforts... certainly without his influence with the new-hires in the Training Center, the outcome might have been very different! So I want to take this opportunity to say a huge, and very tardy, "thank you!" to Jamie.

My wife, Patricia, is a 23 year survivor of Hodgkin's lymphoma and John Baer (fellow retired UAL pilot and friend) has also won that battle - after undergoing a bone marrow transplant 20 years ago. So please pass on to Jamie our encouragement and best wishes for continued success - and our admiration for his work with Livestrong, the Lance Armstrong Foundation.

Patricia has volunteered at The Wellness Community - which supports cancer patients and their fami-



lies/friends for over 20 years.

I volunteer out at The Commemorative Airforce in Camarillo three days a week. I must admit, my work at the CAF is something I really enjoy, rather than a purely altruistic endeavor! We're trying to keep the C-46 China Doll flying. She's a money-maker for the outfit at airshows - and I get pressure from Patricia also since she painted the nose art! Thanks for all you do to keep the RUPANEWS coming... great to read about what everyone is up to!

Dave

JOE SVENDSEN—Yorba Linda, CA
Another year has come and gone. Seems like they go faster each year.

Still in good health, and playing golf. Have done some traveling, went to India last fall, and took a cruise to Australia and New Zealand this spring.

Thanks to all the folders and stuffers.
About all for now. *Joe*

CHARLES F. THOM II—Goodyear, AZ
Cleve and Bruce, If anyone remembers my report last year, about a CFI job upon graduation, it went BUST! The operator reneged on a promise by his (then) Chief Pilot. Providence was with me, as it was a GOOD thing. (Substandard outfit).

I am now instructing in C172's at Goodyear, AZ airport, with a class outfit. Although these are skimpy times for paying students, it will eventually pick up. I am learning more of what I had forgotten, and MUCH more of what I never knew of VFR flying, and instruction', even after two tours as a Navy flight instructor. It is both a hobby, and a small source of income, and is a source of rejuvenation for this tired old brain and body. Also, the limited schedule fits my life style.

All family are fine. I miss the 727 and CRM flights with mix of cockpit crew, passenger interaction, ground crew support, and in-flight help: the total package of elements of successful, happy flight from point A to point B. All well here, *Chuck*

STOKES TOMLIN—Hamilton, VA
After all of the wonderful tributes to George Simmons, I cannot let another moment go by without asking - What about the "Simmons Layer"? I'm surprised no one has mentioned this amazing answer that George originated to combat turbulence at the higher altitudes in the B-727. George concluded, correctly, that the altitude 500 feet above your assigned flight altitude would always be as smooth as glass! He was always right! (Of course, this was before the advent of height-finding radar.) If questioned by anyone of authority on this matter - I deny any knowledge, whatsoever!

Happy Birthdays and Anniversaries to all, *Stokes*, LGA, ORD and DCA

D. M. WOMACKS – Scottsboro, AL
Hi Cleve, Just sent in my dues and am sending you my yearly update. I have been retired for 4 years now and do still miss flying the 747-400, but don't miss all the mess that is going on at United now. My friends who are still there say the company is firing pilots for just about any reason. They say they are hoping for a merger with Continental just to save their jobs. It is really sad if all of this is true.

It has been an interesting year for us. I got a new job last August flying a Citation CJ for a company that builds for McDonald's, and other restaurant companies. They do a lot of flying, at least 3 to 4 days a week which keeps me very busy and away from my wife's never ending honey-do's. I fly with another retired airline pilot (US Air/Piedmont) so we have a good time telling stories. (Some even true!) We also have a part time furloughed pilot that fills in if one of us wants time off. Considering all that is going on with the pilot job market we are very fortunate.

This June, we got our letter from the PBGC, reducing our monthly check by \$2600/mo. with more cuts to follow. Guess I will be paying them to retire. Ha! Most of these cuts are caused by the PBGC considering we retired 5 years early. We are still waiting on Congress and ALPA to pass a bill to correct this situation. May be a long wait.

All of our family is doing fine. I have two married daughters, four grandchildren, and a 19 year old son, starting his second year of college, as well as taking flying lessons.

Thanks to all of you who keep RUPA going.
Sincerely, *Mike* ORD

IN MEMORIAM

CHARLES T. "CHAPPIE" CHAPMAN

Chappie died on August 12 of complications after hip surgery. He was 97 and a sunny, warm-hearted man to the end of his life. Chappie was born and raised in Canon City, Colorado, one of three sons of a horse trainer, prospector and truck gardener. An early ride



from a visiting barnstormer hooked him for life on aviation. Entering the Army Air Corps in 1935 and graduating from Randolph Field and Mitchell Field he had fond memories of flying the open-cockpit B10 bomber, including flying by the Hindenburg 20 minutes before its disaster at Lakehurst. He joined UAL in 1938, flying the Boeing 247. In WWII he was put to work flying B17's, B24's and B-25's for the Army Air Corps Ferry Command, the source of many stories and lifelong friends. His "training" consisted of doing one takeoff and landing in a B26, a plane he'd never flown, and thereupon being told he was a qualified captain and would fly it to Panama that evening. He returned to United in 1945, based in SFO, and finished his career in the 747 "a lovely plane to fly" on the SFO- Honolulu route. In 1973-74 Chappie took his turn as RUPA President, meeting many more fine people.

In 1974 Chappie and Ruth moved to the Villages in San Jose, where the "Mayor of Gerdts Drive" concentrated on flying Cessna 177's (until his eyesight grounded him), golf, travel, gardening, and befriending the many fine Villagers who in turn befriended him. Blessed with tremendous recall he had an endless supply of stories and good humor. Chappie will be very much missed by his family and the many friends and neighbors who knew and loved him. He is survived by his two children Jim Chapman and Sandi Tax, two granddaughters Vanessa Pilch and Stephanie Chapman and a great granddaughter Taylor Pilch.

JAMES R. IRWIN

James R. Irwin, 90, died peacefully at home following a brief illness and in the care of Hernando-Pasco Hospice, New Port Richey, FL.

He was born in Pittsburgh, PA and graduated from Langley High School. Jim attended the University of Pittsburgh and shortly thereafter enlisted in the U.S. Army Air Corps in 1941. After serving 4 years as a C-47 captain, he returned to Pittsburgh in 1945 and began his career with Pennsylvania Central Airlines, Capital Airlines, U.S. Steel and United Airlines. He retired in 1979 on the DC-10.

ALLAN G. MAY

Allan May of Cape Coral passed away peacefully at home on July 17, 2009 surrounded by his family. Al had fought a courageous battle with various medical

issues for the past 3 years. Through it all, he maintained his hope, his graciousness, and his sense of humor.

Al was born in Toronto and always wanted to be a pilot since the age of 2. Following his dream, he began flying at 15. His professional flying career included Trans Canada (Air Canada today), a private corporate pilot, the youngest Captain flying materials in the arctic for the construction of the DEW line, and for Capitol/United Airlines, where he retired as a captain after 34 years.

He will be sorely missed by Joan, his wife of 50 years, his son, two daughters and four grandchildren, whom he loved.

Memorial services were held at Faith Presbyterian Church in Cape Coral, Florida. Memorials may be made to the Faith Presbyterian Church Building Fund in memory of Al.

CHARLES J. RANEY

Charles J. Raney, 81, of Amissville, VA died Saturday, August 15, 2009 at his home.

He was born in Memphis, TN on December 5, 1927. A career pilot, Chuck flew for the United States navy for 16 years. He went on to fly for United Airlines and retired after 33 years of service.

He established Farfelu Vineyard in 1967. Farfelu Vineyard became the first licensed winery in the state of Virginia.

He is survived by his wife, Jinnie, a sister, five children, 12 grandchildren, one great grandson.

A memorial service was held August 20, 2009 at Trinity Episcopal Church in Washington, VA.

In lieu of flowers, contributions may be directed to either Trinity Episcopal Church, P.O. Box 299, Washington, VA 22747-0299 or Hospice of the Rapidan, P.O. Box 1715, Culpeper, VA 22701.

IRENE STAINBACK

Irene passed away July 18, at the age of 100. She was widowed by two United pilots, Rober C. Ashley and Albert "Pinky" Stainback. She had been living at the Sequoias Retirement Home, Portola Valley, CA.





HOWARD C. MC AFEE, JR	Apr 25, 2009
HENRY F. GILBERTSON	May 27, 2009
*JOHN W. PERKINSON	Jun 01, 2009
*FREDERIC R. CLAPP	Jun 06, 2009
JOHN F. CLIFFORD	Jun 26, 2009
*ROBERT CHAMBERLAIN	July 04, 2009
*JOHN D. ROWLETT	July 19, 2009
JAMES R. IRWIN	July 20, 2009
ROBERT H. ASHWORTH	Aug 04, 2009
CHARLES T. "Chappie" CHAPMAN	Aug 12, 2009
CHARLES J. RANEY	Aug 14, 2009

**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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P.O. Box 400
Vineburg, CA 95487-0400

RUPANEWS Deadline: 3rd Thursday at 4pm PT Each Month

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 Bay-Siders (2nd Tuesday)—*Harry's Hofbrau*, Redwood City, CA
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 Crazy's (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